

Development Plan Amendment

By the Council

Charles Sturt Council

**Draft Bowden – Brompton Mixed
Use (Residential and
Commercial) Development Plan
Amendment (Privately Funded)**

For Consultation

July 2018

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Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at the Civic Centre, 72 Woodville Road, Woodville from 2 August 2018 until 28 September 2018.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to Chief Executive Officer, City of Charles Sturt, PO Box 1 Woodville SA 5011.

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on Monday 15 October 2018 at the Civic Centre, 72 Woodville Road, Woodville at 6pm.

Explanatory Statement

Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
 - Background information
 - Investigations
 - Recommended policy changes
 - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

Need for the amendment

The Bowden-Brompton Mixed Use (Residential and Commercial) DPA is proposing to rezone a site of approximately 11.5 hectares (excluding existing roads) within the suburbs of Bowden and Brompton. The land is bound by Hawker Street to the north, Chief Street to the west, Second and Sixth Streets to the south, and Gibson and Drayton Streets to the east. The investigation area accommodates industrial, commercial and warehouse uses within an existing Urban Employment Zone. Some of the land also accommodates residential land uses and some of the land is vacant or underutilised.

The land is flanked by the Residential Zone, Residential Character Zone and Urban Core Zone, with a small Local Centre Zone on Hawker Street. Since the re-zoning of the adjacent former Clipsal site to Urban Core Zone in 2012 the remaining industrial area in Bowden - Brompton has been 'land locked' with no direct access to / from an arterial road.

The *City of Charles Sturt Industrial Land Study* (2008), prepared prior to the decision to purchase the former Clipsal site by the State Government, states the following in relation to this industrial precinct:

- *“even if Clipsal were not relocating, the overall standard as an industrial precinct is sub-optimal, especially given its near city location, with very little modern development in evidence, poor internal access for large vehicles and significant areas of apparently under-utilized (and sometimes contaminated) land;*
- *if, on the other hand, it (the former Clipsal site) is not retained as industrial land, then the industrial outlook for the whole precinct will be greatly diminished because it will lose critical mass and will be largely hidden away, with poor access;*
- *the (then) impending departure of Clipsal therefore provides a timely catalyst for a complete rethink of the current zoning.” (p.71)*

Subsequently, Council prepared the *Residential Yield Analysis Project* (2013) report, which ranked, according to 13 assessment criteria, the Inner West Precinct (land generally east of South Road, including the subject land) as the first of eight precincts to be prioritised for future planning policy changes to accommodate infill residential development.

The site flanks the Urban Core Zone to the south, which is currently the subject of the Bowden / Renewal SA mixed use development seeking to create around 2,400 dwellings. It is also within walking distance of the (new) Bowden, Ovingham and North Adelaide railway stations, and the Entertainment Centre tram station, most of which provide high frequency and capacity public transport services to / from the CBD. Arguably, facilitating residential / mixed use development on the subject land is also consistent with all 6 targets of the *30-Year Plan for Greater Adelaide* (2017 Update).

Accordingly, the DPA proposes to investigate policy amendments to facilitate medium to high density residential and commercial development to make better use of the site’s location in close proximity to public transport and the Adelaide CBD.

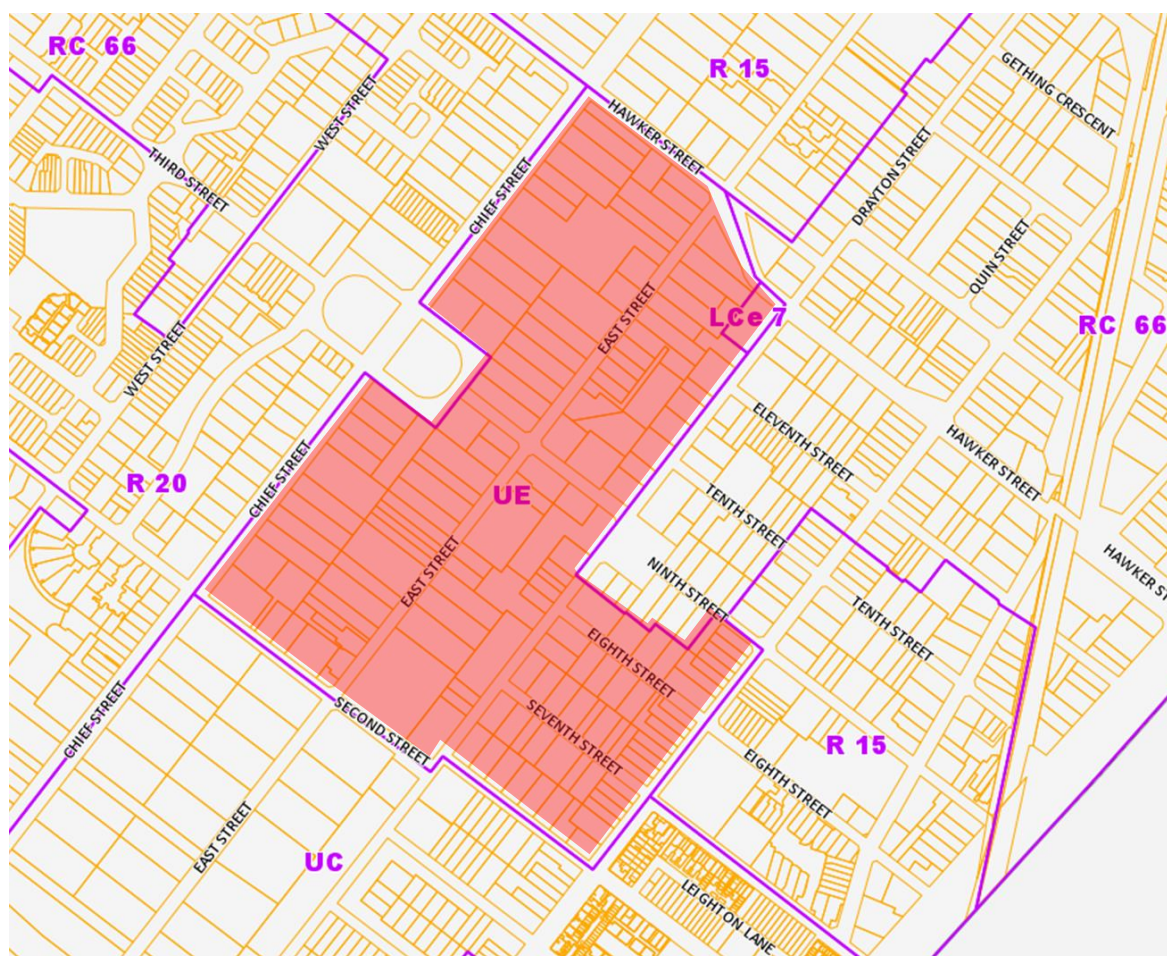
Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister on 23 August 2017.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

Affected area

The area affected by the proposed DPA is illustrated below:



Affected Area

Summary of proposed policy changes

The DPA proposes the following changes:

- Recognition of the Bowden/Brompton site within policies for the Urban Core Zone as follows:
 - > Inclusion of references to new *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone* as required in the Desired Character statement and various PDCs
 - > Inclusion of a Desired Character statement specific to the Bowden/Brompton site
 - > Inclusion of reference to Bowden/Brompton (site) as required in various PDCs.
- Introduction of a new Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone delineating:
 - > Building heights
 - > Road networks
 - > Traffic management upgrades
 - > Walking/cycling networks
 - > Open space
 - > Green corridors

- > Stormwater management measures.
- Consequential amendments to the Urban Employment Zone (Desired Character statement and various PDCs) to reflect that the Bowden/Brompton site is no longer within the Zone.
- Amendments to Table ChSt/2A – Off Street Vehicle Parking Requirements for Designated Areas to reflect new parking standards for the Bowden/Brompton site.
- Amendments to Map Reference Tables to reflect the introduction of the new *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone*.
- Amendments to various Maps to reflect the changes proposed, including:
 - > Rezoning of the Bowden/Brompton site from Urban Employment Zone to Urban Core Zone
 - > Deletion of the Local Centre Zone at the corner of Hawker Road/Drayton Street
 - > Applying an Air and Emissions Overlay Map to the Bowden/Brompton site
 - > Applying an Affordable Housing Overlay Map to the Bowden/Brompton site
 - > Deletion of Industry Interface Areas from Development Constraints Overlay Maps as this designation no longer applies to the Bowden/Brompton site.

Legal requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

Consultation

This DPA is now released for formal agency and public consultation. The following government agencies, organisations, councils and Members of Parliament are to be formally consulted:

- Department of Planning, Transport and Infrastructure – Development Division and Safety and Service Division
- Department of the Premier and Cabinet
- State Emergency Service
- Metropolitan Fire Service
- Department for Environment and Water
- Department of State Development

- Environment Protection Authority
- Renewal SA
- Department of Human Services (South Australian Housing Trust)
- Department for Education
- Electranet Pty Ltd
- Epic Energy
- SA Power Networks
- APA Group
- SA Water
- Hon Jay Weatherill (Member for Cheltenham)
- Hon John Rau (Member for Enfield)
- Hon Peter Malinauskas (Member for Croydon)
- Hon Stephen Mullighan (Member for Lee)
- Hon Rachel Sanderson MP (Member for Adelaide)
- Hon Steve Georganas (Federal Member for Hindmarsh)
- Hon Kate Ellis MP (Federal Member for Adelaide)
- City of West Torrens
- City of Prospect
- City of Port Adelaide and Enfield
- City of Adelaide

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

The final stage

When the council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.

1.0 Analysis

1.1 Background

Council was approached in early 2016 by representatives for a number of property owners within the remaining Industry Zone (now Urban Employment Zone) at Bowden - Brompton seeking to initiate a privately funded DPA. Council agreed in principle to the proposal in September 2016 and a Deed of Agreement was signed by Council and the six land owners in February 2017. These land owners collectively control around 80% of the Affected Area.

Council initiated the DPA by submitting a Statement of Intent (SOI) to the Minister for Planning in March 2017. Council received the agreement of the Minister to prepare the DPA in August 2017.

Prior to this in 2014 the land owners had initiated their own studies into the subject land. These studies, which included a traffic impact assessment and considered infrastructure, environmental and human services matters, were undertaken without any Council involvement or input.

In reviewing these documents, Council decided that updated investigations were required. Consequently and following a competitive tender process, consultants were engaged to undertake pre-DPA investigations to inform the preparation of a subsequent DPA and a possible Infrastructure Scheme (if required) to be entered into between Council and all land owners.

These investigations took place between October 2017 and July 2018, and included a community engagement phase conducted between 13 November and 8 December 2017. The *Bowden-Brompton Development Plan Amendment Investigations Final Report* (July 2018) forms a primary reference for this DPA.

As mentioned, the DPA, including the pre-DPA investigations, has been funded by the six property owners in accordance with a Deed of Agreement.

1.2 The strategic context and policy directions

1.2.1 Consistency with South Australia's Strategic Plan

South Australia's Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The DPA supports the following targets of South Australia's Strategic Plan:

South Australia's Strategic Plan 2011	
Strategic Plan Goal / Targets	Comment / Response
<p><i>We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging.</i></p> <p>Target 1 Urban Spaces</p> <p><i>Increase the use of public spaces by the community.</i></p>	<p>Development policy, including a concept plan, will encourage the creation of accessible and convivial public spaces (public open space and public roads) in suitable locations and commensurate with expected dwelling yields.</p>
<p><i>New developments are people friendly, with open spaces and parks connected by public transport and bikeways.</i></p> <p>Target 2 Cycling</p> <p><i>Double the number of people cycling in South Australia by 2020.</i></p>	<p>Development policy will encourage the provision and design of public infrastructure which facilitates safe cycling within the subject land and connections to nearby infrastructure including the Outer Harbour Greenway and the Park Lands trail network.</p>
<p><i>Everyone can afford to rent or buy a home.</i></p> <p>Target 7 Affordable housing</p> <p><i>South Australia leads the nation over the period to 2020 in the proportion of homes sold or built that are affordable by low and moderate income households.</i></p>	<p>Consider applying the Affordable Housing Overlay on the subject land to encourage the integration of affordable housing within future development.</p>
<p><i>We reduce our reliance on cars in the metropolitan area, by walking, cycling and increasing use of public transport.</i></p> <p>Target 63 Use of public transport</p> <p><i>Increase the use of public transport to 10% of metropolitan weekday passenger vehicle kilometres travelled by 2018.</i></p>	<p>Re-zoning of the subject land to higher density housing will increase the number of people within the catchments of high frequency and capacity train (Outer Harbour and Gawler lines) and tram services. Policies will also encourage the design of public infrastructure (eg roads, footpaths) which will facilitate safe pedestrian and cyclist access to the stations (at least within the subject land).</p>
<p><i>We want Adelaide to grow up more than out.</i></p> <p>Target 68 Urban development</p> <p><i>By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas.</i></p>	<p>Development plan policy will encourage residential densities that capitalise on the inner city location and accessibility to the CBD, with consideration to a range of other factors.</p>

South Australia's Strategic Plan 2011

South Australia has reliable and sustainable water resources and is a leader in wastewater, irrigation, stormwater and groundwater management.

Target 73 Recycled stormwater

South Australia has the system capacity to harvest up to 35 GL of stormwater per annum by 2025.

Target 74 Recycled wastewater

South Australia has the system capacity to recycle up to 50 GL of wastewater per annum by 2025.

Redevelopment of the subject land and appropriate supporting Development Plan policy can ensure the adoption of Water Sensitive Urban Design measures to encourage stormwater harvesting/management. The proximity of the Glenelg to Adelaide Pipeline (GAP) system will also allow for the use of recycled water within the development (eg irrigation of public open space, plumbed to housing).

1.2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volumes of the Planning Strategy are relevant to this DPA:

- The 30-Year Plan for Greater Adelaide (2017 Update)

A detailed assessment of the DPA against the Planning Strategy is contained in **Appendix A**.

1.2.3 Consistency with other key strategic policy documents

1.2.3.1 Council's Strategic Directions Report

This DPA is consistent with Council's Strategic Directions Report (SDR) (as agreed by the Minister in April 2014). The DPA is consistent with the 'study' intentions contained in Council's SDR, as detailed in the extract below. Specifically, this DPA proposes the re-zoning of a 'major development site' or 'other growth node(s) in the primary North West Corridor (Port Road)', as referred to in the extract.

Study Name: <i>Growth Area Investigations</i>	
Scope	Timing
<p>Building on the yield analysis outcomes and other studies in 2012/13, investigate economic feasibility of development and futures policy options for:</p> <ul style="list-style-type: none"> • major redevelopment sites, TODs, station nodes, Housing SA regeneration sites and activity centres. 	Potentially 2015-17

Study Name: <i>Growth Area Investigations</i>	
<ul style="list-style-type: none"> • activity centres at Arndale, Fulham Gardens, Hindmarsh and the Queen Elizabeth Hospital precinct. • other potential regeneration including Housing SA areas at Ridleyton/ Brompton, Findon, Kidman Park, Renown Park and Grange. • other growth nodes in the primary North West Corridor (Port Road) and other secondary corridors not yet fully investigated. • continue minor infill in appropriate locations • Structure planning and or DPAs emerging as a result of these investigations to be staged as appropriate beyond 2017. 	

Source: *City of Charles Sturt Strategic Directions Report Development Plan Review (Final April 2014)*

1.2.3.2 Infrastructure planning

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

In considering infrastructure planning for the Bowden/Brompton site, investigations have identified the following:

Physical Infrastructure

▪ Water and sewer

No approach works are required.

While water can be provided all mains within and abutting the site will need to be upgraded to 200mm size.

▪ Power

SA Power Networks has advised power mains have sufficient capacity to supply the development.

▪ Gas

A gas supply is currently available, but will need to be monitored by APA as development progresses.

▪ Telecommunications

Future anticipated uses and built form are likely to meet NBN Co's criteria for new developments.

Social Infrastructure

Two studies undertaken for the Bowden/Brompton site indicate that the area is well serviced by existing key social infrastructure located outside of the area, including child care centres, kindergartens, primary and secondary schools and local health facilities.

- **Health**

Should the future population numbers be achieved, and based on recognised standards, the area could theoretically create demand for an additional 2 GPs, and 1 dentist. However, such demand is likely to be absorbed by existing practices. However, consulting rooms should be an anticipated land use in the area.

- **Aged Care**

A number of aged care facilities exist in the area. The projected requirement for an additional 8 aged care places is likely to be accommodated in existing facilities and does not trigger demand for a new facility.

- **Primary Education**

The anticipated increase in the number of primary school age children is unlikely to trigger demand for a new primary school.

- **Secondary Education**

The anticipated increase in the number of secondary school age children is unlikely to trigger demand for a new secondary school.

- **Early Childhood Facilities**

The anticipated increase in the 0 – 5 age range could result in a potential demand for up to 32 long day care places and 15 kindergarten places. As there are limited vacancies in the wider locality, zoning should allow for the future establishment of child care facilities.

- **Community Facilities**

As there are a number of existing community facilities established in the surrounding area, it is not anticipated that an additional standalone facility will be required in the area.

In this context, it is considered appropriate that future zoning allows the development of community uses, including child care facilities, consulting rooms, aged care facilities, community centre and community meeting places of a small scale.

Infrastructure Provision

Coordination of the provision of infrastructure is desirable to enable the orderly sequencing of development in a cost effective manner. Some infrastructure elements for the Bowden/Brompton site are better provided concurrently with development on the adjacent land, whilst others can be provided in the longer term.

A proportional cost share arrangement is being investigated for the provision of required infrastructure between land owners, State Government, Council and individual developers.

In this regard it is noted that the Bowden/Brompton site has been selected as part of the Infrastructure Schemes Pilot Project being run by DPTI. Such schemes will assist in providing a framework to resolve key infrastructure issues arising from a proposed rezoning and are designed to:

- Supplement existing arrangements such as planning conditions, deeds and bonding arrangements.
- Be employed to ensure the infrastructure needed to support new developments, suburban in-fill or the renewal of neighbourhoods and suburbs is identified, committed, costed and funded beforehand and delivered when and where it is needed.
- Ensure that those who will gain financially from works will pay their fair share of the cost of infrastructure.

1.2.4 Current Ministerial and Council DPAs

There are currently no Ministerial DPAs on consultation or post-consultation that need to be taken into account.

Councils Heritage Places DPA, which was introduced under interim operation on 12 September 2017, has been taken into account in this DPA.

1.2.5 Existing Ministerial Policy

This DPA only proposes minor, local additions to the Urban Core Zone which is based on the policies in the SAPPL module.

2.0 Investigations

2.1 Investigations undertaken prior to the SOI

2.1.1 *City of Charles Sturt Industrial Land Study (2008)*

The *City of Charles Sturt Industrial Land Study* (2008) reviewed the future of industrial land within the Council area. Industrial areas were assessed against the Prime Industrial Area Assessment Matrix, developed from the *Metropolitan Adelaide Industrial Land Strategy*, to determine their importance as ongoing industrial land. The areas were also assessed against a Rezoning Potential Assessment Matrix to determine their suitability to being rezoned to an alternative use. The Bowden / Brompton Precinct was a middle ranking precinct in both the Prime Industrial Area Assessment and Rezoning Potential Assessment. However, these assessments were undertaken prior to the sale and re-zoning of the former Clipsal site at Bowden. This change, coupled with the ongoing redevelopment of the former Clipsal land as a mixed use and higher density residential development, have in part precipitated the move to re-zoning the subject land.

2.1.2 *Inner Metro Rim Structure Plan (2012)*

The State Government released the *Inner Metro Rim Structure Plan* (2012) to assist in the implementation of *The 30-Year Plan for Greater Adelaide*. The Structure Plan contains a number of more detailed 'sector plans', which are intended to outline the planning intent for each area. Sector Plan 14_Second Street – Bishop Street contains the subject land, signalling the following planning intentions:

- Corridor (Mixed Infill), Chief Street:
 - Facilitate mixed-use redevelopment complementary to Bowden Centre.
 - Encourage active street frontages.
 - Achieve sensitive interface where redevelopment is adjacent character areas.
 - Develop Chief Street in harmony with the Bowden Urban Village Master Plan.
 - Strengthen the local streetscape character of Chief Street as an identified primary local network.
- Hawker and Chief Streets identified as 'Primary Local Network' to encourage local movement between neighbourhoods by greater connectivity, legibility, and amenity of the street network.

Built form of up to 6 storeys at densities of 70+ du/ha are envisaged for Corridor (Mixed Infill) areas.

2.1.3 *Best Practice Open Space in Higher Density Developments Project (2011)*

This study was initiated by the City of Charles Sturt with funding assistance from the Local Government Research and Development Fund. The intent was to develop practical and research based principles, guidelines and directions that aim to influence the appropriate provision, design and management of open space in future high density urban developments.

While the statutory context for providing public open space during the land division approval process has not changed, the report makes the important point that "... the South Australian legislative figure of 'up to 12.5%' of a land division may be adequate for lower density areas, but it results in only around one hectare of open space allocated for every 1,000 people in a high density urban development." And that "(t)his is

likely to be inadequate, unless there is a good provision of open space nearby that will directly service the development area.”

Arguably, the subject land is in close proximity to Ethelbert Square (around 4,600m²), Ninth Street Reserve (900m²) and Emu Park (3,500m²), will be in relatively close proximity to existing and proposed public open space developed as part of the adjacent Renewal SA / Bowden development, and is in relatively close proximity to the Park Lands. Nevertheless, this study has confirmed the need to carefully consider the desired location, amount and function of public open space in relation to what will be a higher density residential environment.

2.1.4 Inner West Precinct Transport and Parking Plan (2015)

The plan proposes a number of strategies and actions to ensure improvements to the transport networks and car parking provision within the Inner West Precinct (within which the subject land is located). The plan was in part precipitated by the impact of higher density residential developments and non-residential activities, and associated car movements and car parking demand, on an inner city precinct characterised by historically narrow road network. As well as identifying a number of actions that relate to the subject land, the plan also identified a number of broader strategies of relevance to the subject land, including a walking network map, a functional road hierarchy map, a cycling network map, and a networks and destinations map.

While the plan preceded the re-zoning of the subject land, it did anticipate infill residential development on the industrial precinct in Bowden - Brompton. However, it did not anticipate some major infrastructure projects, such as the Torrens Junction, which has resulted in the closure of the East Street railway crossing. Nevertheless the plan provides an important baseline upon which more recent transport related investigations have proceeded.

2.1.5 Land Owner Initiated Studies (2014)

The following investigations were initiated by the six property owners, who are now funding this DPA:

- Brompton Human Service Analysis Report (2014) Connor Holmes
- Brompton Village Rezoning Preliminary Infrastructure Investigations – Preliminary (2014) Fyfe Pty Ltd
- Brompton Village Rezoning Transport Impact Assessment (2014) GTA Consultants
- Preliminary Environmental Assessment – Proposed Brompton Village Rezoning Site (2014) Fyfe Pty Ltd

Council was not involved in initiating these studies, nor was it consulted during the course of preparing the reports. For this reason, and given the timing of the investigations, Council decided that updated investigations would be necessary. These updated investigations are more fully reported in the following sections.

2.2 Investigations undertaken to inform this DPA

The Statement of Intent for this DPA identified a number of matters requiring investigations, as follows:

- Traffic Management
- Pedestrian and Bicycle Planning
- Public Transport
- Public Open Space / Green Space
- Non-Residential Retreat of Industry

- Utility Infrastructure / Sustainable Technologies
- Flooding and Stormwater Management
- Site Contamination
- Geotechnical
- Heritage and Character
- Other Interface / Integration
- Non-Residential Development
- Community Facilities
- Place Making
- Flightpath Building Height Limits
- Noise and Air Emissions Overlay
- Affordable Housing Overlay
- Waste Management
- Urban Form and Densities
- Concept Plan.

Following a competitive tender process, consultants (Fyfe Pty Ltd) were engaged to undertake the necessary investigations to inform the preparation of a subsequent DPA and a possible Infrastructure Scheme (if required) to be entered into between Council and all land owners.

These investigations took place between October 2017 and January 2018, and included a community engagement phase conducted between 13 November and 8 December 2017. The *Bowden-Brompton Development Plan Amendment Investigations Final Report* (July 2018), prepared by Fyfe Pty Ltd, primarily informs the content of this DPA.

Key findings of the Final Report and subsequent discussions are as follows:

2.2.1 Anticipated Yield and Affordable Housing

The Affected Area includes approximately 11.43 hectares of developable land. Based on a likely future use of the land for residential development and small scale commercial/retail uses to service the local area, an anticipated dwelling yield was developed in consultation with Council staff.

The Yield Analysis Table below provides a summary of the projected yield arising from a calculation of the land to be developed, taking into account the provision of new roads and an assumed 'full' provision of public open space. Based on a density of 180 dwellings per hectare, the 8.5 hectares to be developed will result in a net yield of 1,530 dwellings. Based on an occupancy rate of 1.7 people/dwelling unit (achieved in the adjacent Bowden Urban Village), this represents a future population of approximately 2,600 persons. In terms of housing mix, it is anticipated that approximately 60% of the overall dwellings will be in the form of townhouses, with the remaining 40% consisting of apartment buildings. This equates to approximately 900 townhouses and 600 apartments.

Table: Yield Analysis

Item	Land Take
Subject Land (excluding existing roads)	11.43 ha
Less new roads/laneways (15%)	1.71 ha
Total developable land	9.72 ha
Public open space (POS) (12.5%)	1.22 ha
Developable land less POS	8.50 ha
Potential yield/population (180 du/ha)	1,530 du/2,601 people

Various State and Local strategic documents support the establishment of affordable housing in significant new developments. In addition, this matter was identified as an issue to be investigated in the Statement of Intent for this DPA. Given the size of the development area, and the intent to establish medium to high density residential development in a mixed use setting, it is considered appropriate to apply the Affordable Housing Overlay policies to the Bowden/Brompton site. Application of the Overlay provisions requires developments of 20 or more dwellings to provide 15 per cent affordable housing.

Summary/Policy Implications:

A potential yield in the order of 1,530 dwelling units, accommodating some 2,600 people, is considered possible in the Area Affected. These yield amounts were subsequently used to inform the technical investigations undertaken and therefore the associated infrastructure implications arising.

The provision of a minimum of 15 per cent affordable housing in the Area is supported. The “Affordable Housing Designated Area” is therefore to be extended over the Area in Overlay Maps ChSt/16 and 21, resulting in existing Affordable Housing Overlay policies being able to be applied. In addition, reference is to be made to affordable housing in the Desired Character statement for the Bowden/Brompton site.

2.2.2 Existing Uses and Ownership

The Area Affected is approximately 11.43 hectares in size and is predominantly occupied by under-utilised or former industrial facilities. Six major industrial properties encompass approximately 9.71 hectares of the Area, with the remainder comprising smaller properties including commercial, industrial and residential land uses.

The six main land holdings include:

- Marble & Cement Group
- Conroy Smallgoods Pty Ltd
- HAAE Pty Ltd
- Detmold Group
- Gerard Group

- Kennett Pty Ltd.

It is understood that Marble & Cement Group and HAAE Pty Ltd have now ceased operations, and that Detmold Group is looking to relocate within the next 3 years.

Summary/Policy Implications:

The Area Affected has a highly fragmented pattern of allotments, however ownership is highly consolidated.

Some key uses within the Area have now ceased, or signalled an intention to vacate in the short to medium term, facilitating rezoning of the land.

Many of the buildings within the Area are at the end of their economic life.

Should the land be rezoned, these factors are considered to result in a rapid uptake of re-development opportunities.

2.2.3 Topography

The Area Affected is generally flat, with a gentle fall of 4 metres from the south-east of the Area towards the north-west. Existing industrial/commercial uses have resulted in a predominance of impervious surfaces. Two areas of flooding exist, with flows entering into properties from East Street and Drayton Street.

Summary/Policy Implications:

The Area Affected is relatively flat, highly impervious and subject to flooding in some instances.

The introduction of new stormwater infrastructure is required as part of any rezoning to support future new uses.

2.2.4 Heritage

Two Local Heritage Places are listed as being within the Area Affected, at:

- 78 Gibson Street, Bowden (former shop and attached house)
- 25-39 Eighth Street, Bowden (row dwellings). This Place is also within an Historic Conservation Area.

A number of State and Local Heritage Places and Contributory Items directly adjoin the Area, with the following being listed as State heritage Places:

- Gaslight Tavern at the corner of Chief Street and Second Street
- Former Way Memorial Bible Christian Church at the corner of Sixth Street and Drayton Street
- Anglican Church of the Good Shepherd Mission, at the corner of Hawker Street and Drayton Street
- Dwelling (former Anderson's Cottages) at 69-77 Drayton Street, Bowden.

Summary/Policy Implications:

The Affected Area contains only two Local Heritage Places.

Other heritage properties are located at the edges of the Area.

The heritage properties within the Area are generally located on separate allotments and are not located within areas of large contiguous ownership where their retention may restrict general redevelopment of large parcels.

Identified heritage properties are already recorded in the Development Plan and afforded protection and do not require additional measures to ensure their retention.

The presence of these heritage places within the Area, or immediately adjacent, is not considered to be a barrier to rezoning.

2.2.5 Existing Vegetation

Existing vegetation within and adjacent the Affected Area includes:

- Street trees and garden beds along Drayton Street (east and west), Gibson Street (east and west), Chief Street (east and west), Hawker Street (north and south); Ninth Street (north) and Eleventh Street (north)
- Trees within private properties, some of which may be Regulated and/or Significant.

Five trees have been identified as potentially Regulated or Significant Trees within the Area. However, as the trees are on private property, their status has not been specifically confirmed.

Given the former industrial nature of the Area and the general lack of public open space within it, these trees are considered to be worthy of retention. They are generally located close to boundaries and are associated with either residential properties or small individual allotments within the Area not forming part of a larger consolidated site, with the exception of the tree adjacent Eighth Street.

In addition to these trees, there are two smaller plantings of trees associated with landscaping areas in front of buildings and builders' yards along East Street. Whilst these trees are a notable element within the East Street streetscape where there are no street trees they are not identified as either Regulated or Significant Trees.

Chief Street has a streetscape that is strongly characterised by a well-established planting of London Plane Trees. Drayton Street and the western end of Hawker Street also have street tree planting. These streets are notable within the Area as the only streets with any street tree planting.

Summary/Policy Implications:

The Affected Area contains a relatively small number of potentially Regulated/Significant trees.

Regulated/Significant trees have protection under policies within the Development Plan, the *Development Act 1993* and *Development Regulations 2008*. Development Plan Consent is required before any Regulated/Significant trees can be removed. In this circumstance no additional planning policies are considered necessary.

The street tree plantings in Chief Street form an important element in the streetscape character and should be recognised in any future zone Desired Character statement for the Area. The trees may assist

(in part) taller buildings being able to be accommodated within the Area without detrimentally affecting the amenity of the existing properties to the north-west.

2.2.6 Building Heights

Maximum building heights for land surrounding the Area Affected are:

- 2 storeys to the north
- Part 2 storeys / part 3 – 4 storeys to the east
- 6 to 8 storeys to the south
- 3 storeys to the west.

Building heights within the Area Affected are as proposed in *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Village Zone* (see Attachment L), with maximum heights ranging from 2 to 5 storeys.

These building heights have been determined based on consideration of a number of factors, including:

- satisfactory building height interface with the lower scale development (2-3 storeys) to the north and east of the Area Affected
- urban design principles associated with narrower street widths (noting that some existing streets may be widened as redevelopment occurs)
- the opportunity for higher buildings adjacent to the Bowden Urban Village development to the south of Second and Sixth Streets where buildings of six to eight storeys are already envisaged
- the width of Chief Street (approximately 20 metres) and presence of existing established street trees along it, enabling consideration of a podium height maintaining an appropriate interface with the three storey buildings envisaged on the western side, with increased building heights behind the podium
- the need to achieve the desired dwelling density for the Area (acknowledging that taller building heights do not always equate to increased density, but often do).

Summary/Policy Implications:

Maximum building heights within the Area Affected will range from 2 storeys to 5 storeys.

These building heights are based on accepted urban design factors and the need to provide an appropriate interface with adjacent residential development.

Taller buildings are proposed adjacent to the Bowden Urban Village to the south and behind building podiums along Chief Street. Built form elsewhere will transition to lower building heights at the interface with adjoining residential development.

Maximum building heights are proposed as shown on *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Village Zone* in Attachment L.

2.2.7 Environmental Assessment

A Preliminary Environmental Assessment (PEA) has been undertaken that considers existing Environment Protection Authority (EPA) licensed and non-licensed activities in and adjacent to the Area Affected, the nature of off-site impacts and associated evaluation distances in relation to potential contamination, air quality and/or acoustic impacts.

Site Contamination

Potential sources of site contamination have been identified as including:

- Fuel storage and use
- Chemical storage and use
- Undefined industrial processes, including waste streams
- Possible use of imported fill material of unknown origin
- Possible buried wastes and/or backfilled pug holes
- Migration of impacted groundwater from adjacent properties
- Subsurface infrastructure, including old basements, footings, concrete pilings, etc.

The approximate locations of pug holes have been identified within the southern portion of the Area Affected, between East, Drayton, Second and Third Streets and in the north-western portion of the Area bordered by Chief, East, Hawker and Third Streets.

Summary/Policy Implications:

Given the substantial history of industrial use over the Area Affected and in adjoining areas, it is expected that a range of soil and groundwater contamination issues will be present. However, the presence of contaminants does not preclude redevelopment for more sensitive land uses.

Rather they would result in the need for assessment and management as is common in many brownfields redevelopments, with any cost implications incorporated into the project budgets.

The two pug holes are considered likely to represent the greatest challenge for development as there is the risk of contaminants being present to a considerable depth in a non-natural soil profile.

More site specific investigations will be required to determine the suitability of the various parcels of land where proposed for more sensitive development. Existing General Section *Hazards* policies in the Development Plan (Objectives 7 and 8 and PDC 12) provide direction on this issue. In addition, it is proposed to add discussion on this issue in the Desired Character statement for the Bowden/Brompton site.

Air Quality and Acoustics

As described in the PEA, established businesses within the Area Affected seem to be down-sizing the intensity of their activities (if not ceasing operations). Replacement activities have generally been of a more benign nature, including storage, car parking, warehousing and commercial activities.

Regard has been given to the EPA's *Evaluation distances for effective air quality and noise management* (2016) publication which contains recommended evaluation distances between sensitive land uses and

polluting activities. If development is proposed within those evaluation distances then the potential adverse impacts on sensitive land uses need to be assessed.

Specific consideration has been given to three existing activities which have the potential to cause impact on sensitive development proposing to locate within the Area Affected as follows:

- **Adelaide Brass Castings:** this small foundry is located in Gibson Street, Bowden, approximately 100 metres east of the Area Affected. The activity is not licensed by the EPA. While the EPA *Evaluation distances for effective air quality and noise management* document suggests a 500 metres evaluation distance, the EPA has indicated this evaluation distance could be reduced to 100 metres in this instance. In this circumstance the foundry is considered unlikely to have a significant impact on new sensitive development within the Area Affected.
- **Conroy's Smallgoods:** this smallgoods manufacturer is located in Seventh Street, Bowden, in the south-eastern corner of the Area Affected. Licensed by the EPA for the activity of curing or drying works, an evaluation distance of 500 metres is recommended due to the potential for nuisance odour and smoke issues when the product is smoked. Based on the current technology in use, the EPA considers that the 500 metres evaluation distance should remain.
- **Detmold Packaging:** this packaging products manufacturer is located in Chief Street, Brompton, in the north-western portion of the Area Affected. Licensed by the EPA for the activity of producing listed wastes, there is no recommended evaluation distance set. Site observations by the EPA suggest that impacts from this facility are currently insignificant, and require only a 30 metres evaluation distance from the site boundary.

Overall, the investigations indicate that the curing and drying activities associated with smallgoods manufacture have the most potential to impact on future residential redevelopment in terms of air quality issues. While existing industries and activities in and within the vicinity of the Area may have the potential to generate noise emissions that could impact on future residential redevelopment of the area, impacts are likely to be manageable and can be dealt with at the Development Application stage.

It should be noted that the finding that a facility has a recommended evaluation distance that covers part or all of the Area should not be interpreted to mean that that facility will impact on air and noise quality within the entirety of that recommended evaluation distance. Rather, it means that site specific factors should be considered to determine what (if any) impacts there might be on air quality beyond the boundaries of the facility, and what (if any) distance those impacts may extend off-site from the facility.

Summary/Policy Implications:

Some existing developments within the Area Affected have EPA evaluation distance requirements that need to be considered when assessing new proposals for sensitive land uses.

Whilst redevelopment can occur while existing uses remain in the Area, some activities have the potential for impact. Where EPA licence conditions are being met by existing development, the onus is largely on new development to take measures to mitigate adverse impacts. From an industry perspective, mitigation of their impacts can be achieved by upgrading the technology/processes being used or by relocating the impacting activity elsewhere.

Existing General Section *Interface between Land Uses* policies in the Development Plan (Objectives 1 and 2 and PDCs 2, 4 and 5) provide direction on this issue.

In addition, it is proposed to add discussion on this issue in the Desired Character statement for the Bowden/Brompton site and also to include the Area as a 'designated area' on a Noise and Air Emissions Overlay Map, resulting in additional policies becoming relevant.

2.2.8 Adjacent and Proposed Zoning

The Affected Area is adjoined by the Residential Zone to the north, east and west, by the Residential Character Zone to the north-east and the Urban Core Zone to the south and south-east.

Development in the Residential Zone and Residential Character Zone primarily comprises single or two storey dwellings, with some townhouses. In contrast, the Urban Core Zone accommodates a mixture of uses, including employment generating land uses and medium to high density residential development.

Given the current land uses and site conditions for the Area Affected are similar to those experienced in the adjacent Bowden Urban Village, that the desired development form is similar to that already/being established in the Bowden Urban Village (albeit at a lesser scale), and following discussions with the Department of Planning, Transport and Infrastructure, it is proposed to extend the Urban Core Zone over the Area Affected.

A specific Desired Character statement has been developed for the Bowden/Brompton site, which will act in concert with the existing, more generic Desired Character statement applying to the wider Urban Core Zone. In addition, a number of the existing policies contained in the wider Urban Core Zone are still considered to have relevance, and their coverage will be extended over the Area Affected. However, the higher intensity activities identified for the Core Area of the Bowden Urban Village are not to be replicated in the Bowden/Brompton site, with its mixed use activities primarily being of a local, rather than neighbourhood scale.

Setbacks proposed in the Area are to be the same as those for the Bowden Urban Village, with no minimum and a maximum 3 metres setback from the primary road frontage. Generally, no minimum setbacks are to apply to side boundaries and secondary road frontages, while a minimum 5 metres setback is generally proposed from a rear boundary.

Summary/Policy Implications:

Extension of the Urban Core Zone, already applying to the adjacent Bowden Urban Village site, is proposed over the Area Affected.

While a specific Desired Character statement is to be developed for the Bowden/Brompton site (see Attachment A), a number of existing policies for the Urban Core Zone are considered of relevance and will also apply to the Bowden/Brompton site.

Following discussions with DPTI, the Desired Character statement only focusses on key aspects desired for the Area.

2.2.9 Transport

Cirqa was engaged to undertake the transport investigations for the Area Affected. Its findings are as follows:

Existing Roads

Key roads in the Area Affected have been identified as follows:

- Chief Street, a distributor road with daily traffic of 6,800 to 6,900 vehicles
- Hawker Street, a distributor road, with daily traffic of 4,700 vehicles near the intersection with Chief Street
- East Street, Drayton Street, Gibson Street, local streets with daily traffic of 500 to 1,500 on East Street, 0 to 500 on Drayton Street and 1,500 to 3,000 on Gibson Street. Based on these volumes, Gibson Street could be classified as a minor collector road.
- Second Street and Sixth Street are local streets, with daily traffic of 1,500 to 3,000 vehicles. Based on these volumes they could also be classified as minor collector roads
- Third Street (and Ninth Street) is a local street with daily traffic of 0 to 500 vehicles.

Future Roads

It is anticipated that redevelopment of the Area Affected would generally retain and improve the existing grid layout.

It is recommended that:

- Additional 'local road' connections be provided between Chief Street, East Street and Drayton Street (oriented north-west to south-east)
- Additional 'local roads' or 'laneways' be established south-west to north-east
- Additional vehicle connections to Chief Street be considered undesirable, but these streets should provide cyclist and pedestrian connections.
- Laneways provided parallel to the main road connections enable future dwellings to be rear loaded with minimal crossovers on main roads, maximising pedestrian and cyclist movements, as well as on-street parking, landscaping and road safety.

Traffic Generation and Impact on Capacity

It is anticipated that the redevelopment of the Area Affected could generate in the order of 5,445 additional daily trips and 375 additional peak hour trips, as compared to the existing situation.

Key elements of the analysis are summarised below:

- It is desirable that development fronting Chief Street be rear loaded in order to minimise impact on Chief Street
- Opportunities to widen Hawker Street (particularly adjacent the Area) should be explored to improve pedestrian provisions and indent bus stops where possible
- It is desirable to allow for the future widening of Second Street, to allow improved pedestrian and cyclist facilities, and landscaping
- The realignment of Second Street is also desirable to improve connectivity
- East Street could be widened to improve road safety and amenity
- Drayton Street is recommended to be widened in order to accommodate anticipated volumes.

- The capacity of Gibson Street is considered to be adequate.

Key Intersections Surrounding the Area Affected

Generally, the additional volumes associated with the potential redevelopment are relatively low. However, the ongoing Bowden Urban Village development and the closure of the East Street rail crossing (for vehicles) will put additional pressure on the intersections assessed.

In particular, the following key outcomes of the assessment have been identified:

- The Chief Street/Port Road intersection is likely to experience capacity issues following full development of the subject area and Bowden Urban Village - likely be required by 2025
- While not directly required as a result of the proposed development, upgrade of the intersection of Sixth Street/Park Terrace will ultimately be required by 2031
- An upgrade of the intersection of Chief Street/Second Street should be undertaken to enable safe and efficient accommodation of the additional traffic volumes
- No upgrade is required to accommodate the additional development volumes at the intersection of Chief Street/Hawker Street.
- While not solely required as a result of the proposed development, the provision of a sheltered right turn lane into Chief Street at the intersection of Chief Street/Torrens Road is warranted within the next 3 – 5 years
- The recent upgrades to the Park Terrace/Hawker Street/War Memorial Drive are sufficient to accommodate the additional volumes associated with the proposed development
- The intersection of Drayton Street/Sixth Street/second Street should be realigned to more appropriately reflect the collector routes. This could be treated with a raise pavement (plateau) or a roundabout.
- Raised pavement (plateau) treatments could be implemented at key four-way intersections within the Area Affected to minimise vehicle speeds and conflict potential for all road users at these locations.

Car Parking

In respect to on-street car parking, Cirqa considered it desirable to accommodate increased parking spaces within existing streets through road widening, as well as future streets (with the exception of laneways).

In respect to off-street car parking, Cirqa proposed various rates, noting the location of the Area Affected as well as proximity to public transport, walking and cycling networks. In this regard, the car parking rates already in place for the adjacent Bowden Urban Village are to be continued within the Area Affected.

Summary/Policy Implications:

Additional 'local road' connections be provided between Chief Street, East Street and Drayton Street (oriented north-west to south-east).

Additional 'local roads' or 'laneways' be established south-west to north-east.

Additional vehicle connections to Chief Street are considered to be undesirable, however these streets should provide cyclist and pedestrian connections.

Raised pavement (plateau) treatments could be implemented at key four-way intersections within the study area to minimise vehicle speeds and conflict potential for all road users at these locations.

Existing on-site parking rates established for the adjacent Bowden Urban Village are to be applied to the Bowden/Brompton site.

Public Transport Network

A number of public transport opportunities exist in the vicinity of the Area Affected, including:

- Train (Bowden, North Adelaide and Ovingham Railway Stations)
- Tram (Entertainment Centre)
- Bus with the following stops located within 1 kilometre of the Area:
 - > Hawker Street stop 9 and 10
 - > Port Road stop 7.

The relocated Bowden Station and the Entertainment Centre tram stop location are more than 400 metres from much of the Area Affected and beyond an 800 metre radius for the northern part of the Area. Hawker Street contains a number of bus routes and operates as a Go-Zone but it is understood there are capacity issues along this part of the network.

Opportunities for additional and/or alternative bus routes though the site have been considered but are not considered feasible due to clearance issues under the rail corridor along Chief Street and road width issues along the Second Street/Sixth Avenue corridor.

Summary/Policy Implications:

Whilst the Area Affected is in proximity to train, tram and bus services, better access to these facilities via improved road designs that promote cycling and walking will improve patronage of these facilities.

Walking and Cycling

The Area Affected has the potential to be well serviced by walking and cycling networks, particularly due to its location adjacent the Park Lands and close to the City. However, current walking connections to the Park Lands are poor with no signage, narrow footpaths, no dedicated crossing over Park Terrace adjacent the Area and poor connections under Park Terrace.

Bicycle lanes are provided on Park Terrace, Port Road and Chief Street. While the majority of the Area Affected does not contain bicycle lanes, bicycle movements are typically accommodated on street under a standard shared arrangement which is considered appropriate in a low-speed environment.

Summary/Policy Implications:

The quality of walking and cycling infrastructure within the Area Affected needs to be improved for amenity and safety reasons.

It is anticipated that most cycling movements will be continue to be accommodated in a shared manner on-road.

Road upgrades required for the Area will assist in providing an improved walking and cycling amenity.

Continuation of the 40kph speed limit established in the adjacent Bowden Urban Village will assist in providing a safer, lower speed environment.

Two future cycling connections have been identified, namely the Second Street/Sixth Street route and along Eighth Street. There is also an opportunity to realign the north-west/south-west cycling route to Eighth Street and improve connectivity to the Park Lands.

Existing *Cycling and Walking* policies in the *General Transportation and Access* Section in the Development Plan (Objective 4 and PDCs 16 - 24) provide direction on this issue. Also, Objective 4 and discussions in the Desired Character statement for the Urban Core Zone apply.

In addition, it is proposed to add discussion on this issue in the Desired Character statement for the Bowden/Brompton site (see Attachment A).

2.2.10 Stormwater

Existing Drainage System

The Area Affected currently comprises mainly industrial and commercial uses and contains a high proportion of impervious surfaces. Existing stormwater drainage systems within the Area are located in Chief Street, Second Street, Sixth Street, Gibson Street, Drayton Street, Third Street, East Street and Hawker Street.

Future anticipated land uses are likely to generate less runoff for a 5 year ARI event as compared to the existing situation, as the proposed residential built form is likely to create less impervious areas.

Notwithstanding, there is currently limited stormwater infrastructure located within the Area. Modelling has identified there are two localised areas of flooding within the Area, with flows entering into properties from East Street and Drayton Street. From the preliminary hydraulic modelling, the over toppings are mainly due to insufficient inlet pit capacity. The extension and/or upgrading of the existing drainage system and addition of inlet pits will further improve the drainage condition within the Area.

Summary/Policy Implications:

Improvements to the stormwater drainage system within the Area will be required by the construction of an underground network of pipes and pits.

Surface flows will need to be contained within the road network designed for a 100 year ARI event and the underground drainage network will need to be designed for a 5 year ARI event.

The major drainage system up to 100 year ARI will need to be considered as a dual system consisting of the minor system and the road carriage ways as channels.

Stormwater Detention

Stormwater runoff detention within the Area Affected will be managed in several ways, including the following:

- **Stormwater detention basins:** Three dry detention basins are proposed at the downstream of the internal drainage systems before discharging the controlled outflow rate to the existing Second Street, Third Street and Hawker Street drainage systems. The detention basins are proposed in association with larger open space locations as shown on *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone* (see Attachment L).
- **Underground detention in Ethelbert Square reserve:** There is a potential opportunity to install an underground detention system within Ethelbert Square reserve, on either side of the existing underground services. Installation of the detention system will not alter the use and visual amenity of the reserve.
- **Rainwater tanks/underground tanks in car parking areas:** For apartment buildings within all 3 catchments, underground rainwater tanks located in adjacent car parking areas may be used for stormwater detention. The use of rainwater tanks as a detention system for single dwellings is not favoured.
- **Detention on road surface:** This includes road reserves, landscaped areas and /or driveways and car parks. This is to be utilised if the underground detention systems exceed their storage limits and pits start to surcharge.
- **Underground large pipes/ box culverts:** Reinforced concrete box culverts are proposed in Sixth Street, Drayton Street, East Street, Seventh Street, Eighth Street and Third Street. The surface runoff from the catchments will drain into the system via inlet pits.

Summary/Policy Implications:

Three dry detention basins are proposed to be located within larger open space areas identified on *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone* (see Attachment L).

For apartment buildings within all 3 catchments, 'common' rainwater tanks may be used for stormwater detention.

Other engineering solutions will also be used to detain stormwater.

Existing policies in the General *Infrastructure*, *Land Division* and *Natural Resources* Sections in the Development Plan (Objective 1 and PDCs 1 and 4; PDCs 1 and 13; and Objectives 5-7 and PDCs 5, 7-12,14 and 16 respectively) provide direction on this issue. Also, discussion in the Desired Character statement for the Urban Core Zone applies.

In addition, it is proposed to add discussion on this issue in the Desired Character statement for the Bowden/Brompton site (see Attachment A).

Stormwater Quality

The EPA standard for stormwater pollutant reduction performance targets to be achieved is:

- Total Suspended Solids (TSS) by 80%
- Total Phosphorus (TP) by 60%
- Total Nitrogen (TN) by 45%
- Gross Pollutants by 90%.

Principles of water sensitive urban design (WSUD) are proposed to be used to ensure that the runoff generated by the proposed development is treated within the site before discharging into the existing Council drainage network. This will include:

- Gross Pollutant Trap (GPT), proposed at the downstream end of each underground drainage network before discharging into the detention basin
- Vegetated Swale along the floor of the detention basins
- Bio-retention basin.

Summary/Policy Implications:

A variety of WSUD measures are to be used to ensure pollutant reduction targets are met.

Existing policies in the General *Natural Resources* Section in the Development Plan (Objectives 5-6 and PDCs 7, 8 and 12) provide direction on this issue.

Additional policy is not considered necessary.

2.2.11 Service Infrastructure

Physical Infrastructure

- **Water and sewer**
 - > No approach works are required.
 - > While water can be provided, all mains within and abutting the site will need to be upgraded to 200mm size to meet high rise water demand and fire-fighting requirements.
 - > SA Water advised this is a high level assessment and will be reassessed when Lodged Land Development applications are received.
- **Power**
 - > SA Power Networks has advised power mains have sufficient capacity to supply the development.
 - > Augmentation rates may apply to residential developers.
- **Gas**
 - > A gas supply is currently available, but will need to be monitored by APA as development progresses.
- **Telecommunications**
 - > Future anticipated uses and built form are likely to meet NBN Co's criteria for new developments.

Summary/Policy Implications:

Investigations have not identified any significant impediments to the provision of the required physical infrastructure to the Area Affected.

As is normal practice, developers will be expected to contribute to any upgrading costs required.

Existing policies in the General *Infrastructure* Section in the Development Plan (Objectives 1-2 and PDCs 1 and 5) provide direction on this issue.

Additional policy is not considered necessary.

2.2.12 Activity Centres

The Area Affected is reasonably well serviced by district and local level centres located in the surrounding area.

It is noted that the Urban Core Zone (currently applying to the adjacent Bowden Urban Village) includes activity centres with commercial and retail uses. Ultimately Renewal SA anticipates that approximately 5,000 square metres of commercial floor space and between approximately 5,000 and 8,000 square metres of retail floor space will be established as part of the Bowden Urban Village. This will largely be within immediate walking distance of the Area Affected.

Notwithstanding this, extending the Urban Core Zone over the Area Affected will enable small-scale commercial and retail opportunities to be established in the Area, primarily servicing local requirements. These opportunities will also create activity and enhance the innovative and entrepreneurial mindset desired for the Area, as well as encourage ground floor activation and the reuse of local shop fronts.

In this context the need for the current defined Local Centre Zone, located within the Area Affected at the corner of Hawker and Drayton Streets, is questioned and it is proposed the Zone be subsumed into the wider Urban Core Zone. This will provide increased flexibility for new commercial and retail uses to be established within the Area, including as a component of a mixed use development. Removal of the Local Centre Zone will not prevent the ongoing use of the land for commercial and retail activities as existing use 'rights' will be retained.

Summary/Policy Implications:

The preferred location for commercial and retail development is the corner of Chief Street and Hawker Street, to capitalise on the higher visibility and frequency of passing traffic along Hawker Street, as well as the proximity to public transport routes.

This location will also allow for greater separation from the Plant 4 retail facilities within the adjoining Renewal SA Bowden redevelopment.

While the Urban Core Zone policies generally support the concept of mixed use developments, it is proposed that the more specific Desired Character statement for Bowden/Brompton reflects this opportunity (see Attachment A).

2.2.13 Social Infrastructure

Two studies undertaken for the Bowden/Brompton site indicate that the Area Affected is well serviced by existing key social infrastructure located outside of the area, including child care centres, kindergartens, primary and secondary schools and local health facilities.

Findings from these studies indicate that in relation to:

- **Health**

Should the future population numbers be achieved, and based on recognised standards, the area could theoretically create demand for an additional 2 GPs, and 1 dentist. This demand is considered likely to be absorbed by existing practices. However, consulting rooms should be an anticipated land use in the area.

- **Aged Care**

A number of aged care facilities exist in the area. Based on the projected population of over 70s residing in the Area Affected, and the Australian Government's target of residential care places, an additional 9 aged care places is likely to be required. This number is likely to be accommodated in existing facilities and will not trigger demand for a new facility.

- **Primary Education**

The anticipated increase in the number of primary school age children is unlikely to trigger demand for a new primary school.

- **Secondary Education**

The anticipated increase in the number of secondary school age children is unlikely to trigger demand for a new secondary school, with Woodville High School, Adelaide High School, the new Adelaide Botanic High School and various private schools conveniently accessible.

- **Early Childhood Facilities**

There are no existing child care centres or preschools in the Area Affected. The anticipated increase in the 0 – 5 age range could result in a potential demand for up to 32 long day care places and 15 kindergarten places. As there are limited vacancies in the wider locality, child care facilities should be an anticipated land use in the area.

- **Community Facilities**

As there are a number of existing community facilities established in the surrounding area, it is not anticipated that an additional standalone facility will be required in the area.

While no significant demand is considered likely for a number of community uses apart, perhaps, from consulting rooms and child care facilities, it is considered prudent to enable these types of facilities to be considered in the Area Affected.

In this regard, it is noted that current Urban Core Zone policies, which are proposed to be extended over the Area Affected, list the following community facilities as envisaged uses:

- Aged persons' accommodation
- Hall
- Community centre
- Consulting room
- Educational establishment

- Nursing home
- Pre-school
- Primary school
- Retirement village
- Secondary school.

Summary/Policy Implications:

Existing policies in the *General Community Facilities* and *Supported Accommodation, Housing for Aged Persons and People with Disabilities* Sections in the Development Plan (Objective 1 and PDCs 1 and 4 and Objective 1 and PDC 1 respectively) provide direction on these matters.

In addition, general discussion within the Desired Character statement for Bowden/Brompton provides further guidance on the scale of such activities (see Attachment A).

2.2.14 Consultation

Process

As part of undertaking the investigations, the Fyfe project team engaged with the community to identify local issues, and inform ideas and the future vision for the Area Affected. The engagement process included:

- Preparation of an Information Brochure
- Preparation of a project page for ‘Yoursay Charles Sturt’
- Survey using ‘Yoursay Charles Sturt’ from 13/11 to 8/12
- “Map your ideas” tool online, which enabled the community to pin comments on a map
- Covering letter and Information Brochure distributed to landowners within and adjacent the affected area, and key community groups
- Community information session
- Notice in the CCS Messenger column about community information session.

Feedback

The submissions received were generally supportive of the intent to rezone the Area Affected for residential/mixed use purposes.

Key issues identified during consultation included:

- Traffic and car parking are current issues that have to be considered during the investigations in order to limit traffic, rat-running and speed, and promote safe movements, cycling and walking
- Potential issues about heights were identified, including overlooking, loss of privacy, overshadowing, sightlines, which requires good urban design and policy considerations
- There will be a need for public open space as density increases
- Amenity is currently poor, including footpaths, lighting, plantings/trees/landscaping etc.

Opportunities

Key opportunities were identified as:

- Mixed uses could be anticipated in the area, with residential (broad range of housing), shops, cafes, restaurants (of small scale) and local parks the key uses identified
- Shops and commercial/employment uses are preferred on Hawker Street (including existing Centre Zone) and Chief Street (including Ethelbert Square), in areas accessible via public transport, and could also be provided at ground level of future residential development
- There is an opportunity to promote the existing heritage/historic fabric and create policies that encourage future built form to reflect the industrial character of the area
- Generally future development could complement the Renewal SA Bowden development, in terms of built form and atmosphere
- Enhance the existing diversity and community feel
- Setbacks should be encouraged in order to ensure open space/greening across the Area
- Better amenity in general, including cycling, footpaths, trees, pedestrian crossings
- Transition from lower densities to higher densities closer to Bowden and along edges of the Area, with 4-5 storeys the preferred maximum
- It is preferred that heights be limited adjacent existing residential areas
- Walking and cycling infrastructure and safety is strongly encouraged
- Existing open space should be improved, and there could be additional open spaces provided.

2.2.15 Concept Plan

Based on the investigations and consultation undertaken by Fyfe Pty Ltd and consideration by Council's administration, a draft Concept Plan has been developed for the Bowden/Brompton site.

Key Objectives

The Concept Plan was developed based on the following key objectives:

- **Develop underutilised land**

The site is occupied by a mix of under-utilised and/or former industrial uses, with some 85% of the overall site held by six major industrial land owners. The Concept Plan should provide for the wholesale redevelopment of the site.

- **Address infrastructure issues**

Infrastructure issues relating to physical infrastructure (e.g. stormwater and movement networks) and social infrastructure (community uses) should be recognised and addressed by the Concept Plan.

- **Increase housing density**

The Concept Plan should provide for an increase in housing density within the site.

- **Enhance open space provision**

The Concept Plan should recognise the comparatively low level of open space provision and provide for an enhanced quantum and quality of open space provision within the site.

- **Provide housing choice**

The Concept Plan should provide for a wide range in housing choice.

- **Connect to existing urban context**

The Concept Plan should ensure that the site is connected to and integrated with the existing urban context.

Key Principles

The Concept Plan was further developed by being based on several overarching urban design principles to underpin the design outcome and ensure a robust structure that is sound and adaptable.

These principles were based on the following elements:

- Environment
- Neighbourhood character
- Responsive product
- Prioritise place
- Street hierarchy
- Responsive housing
- Infrastructure and services
- Transport system/movement
- Open space/recreation
- Character and built form
- Streetscapes
- Environmentally sustainable development.

The draft Concept Plan can be viewed later in this document in Attachment L.

3.0 Recommended Policy Changes

Following is a list of the recommended policy changes based on the investigations for this DPA:

- Recognition of the Bowden/Brompton site within policies for the Urban Core Zone as follows:
 - > Inclusion of references to new *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone* as required in the Desired Character statement and various PDCs
 - > Inclusion of a Desired Character statement specific to the Bowden/Brompton site
 - > Inclusion of reference to Bowden/Brompton (site) as required in various PDCs.
- Introduction of a new Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone delineating:
 - > Building heights
 - > Road networks
 - > Traffic management upgrades
 - > Walking/cycling networks
 - > Open space
 - > Green corridors
 - > Stormwater management measures.
- Consequential amendments to the Urban Employment Zone (Desired Character statement and various PDCs) to reflect that the Bowden/Brompton site is no longer within the Zone.
- Amendments to Table ChSt/2A – Off Street Vehicle Parking Requirements for Designated Areas to reflect new parking standards for the Bowden/Brompton site.
- Amendments to Map Reference Tables to reflect the introduction of the new *Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone*.
- Amendments to various Maps to reflect the changes proposed, including:
 - > Rezoning of the Bowden/Brompton site from Urban Employment Zone to Urban Core Zone
 - > Deletion of the Local Centre Zone at the corner of Hawker Road/Drayton Street
 - > Applying an Air and Emissions Overlay Map to the Bowden/Brompton site
 - > Applying an Affordable Housing Overlay Map to the Bowden/Brompton site
 - > Deletion of Industry Interface Areas from Development Constraints Overlay Maps as this designation no longer applies to the Bowden/Brompton site.

3.1 State Planning Policy Library update

N/A

4.0 Consistency with the Residential Code

The Residential Development Code was introduced in 2009 to make simpler, faster and cheaper planning and building approvals for home construction and renovation.

Given the mixed use and multi-storey nature of the development proposed in the Bowden/Brompton site, it is not proposed that the Residential Code provisions be applied to the area.

5.0 Statement of statutory compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the Development Regulations 2008.

5.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the directions of the Planning Strategy.

5.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 23 August 2017. In particular, the proposed investigations outlined in the Statement of Intent have been have been addressed in section 3.2 of this document.

5.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Charles Sturt Council Development Plan.

5.4 Complements the policies in the Development Plans for adjoining areas

The Bowden/Brompton site is located in the eastern portion of the Council area, over 275 metres from the closest adjoining Development Plan boundary with the City of Adelaide. The proposed zoning of the site, to Urban Core Zone, reflects the existing zoning immediately to the south of the site and is based on the SAPPL module.

Accordingly, the policies proposed in this DPA will not affect and will complement the policies of Development Plans for adjoining areas.

5.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council area, as discussed in section 2.3.2 of this document.

5.6 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.

References/Bibliography

- Best Practice Open Space in Higher Density Developments Project (2011)
- Bowden-Brompton Development Plan Amendment Investigations – Final Report (July 2018) Fyfe Pty Ltd et al
- Bowden Urban Village and Environs Development Plan Amendment By the Minister (For Consultation)(2012)
- Brompton Human Service Analysis Report (2014) Connor Holmes
- Brompton Village Rezoning Preliminary Infrastructure Investigations (2014) Fyfe Pty Ltd
- Brompton Village Rezoning Transport Impact Assessment (2014) GTA Consultants
- City of Charles Sturt Industrial Land Study (2008)
- City of Charles Sturt Inner West Precinct Transport and Parking Plan (2015)
- City of Charles Sturt Open Space Strategy 2025 (2015)
- City of Charles Sturt Strategic Directions Report Development Plan Review (2014)
- City of Charles Sturt Strategy for Walking and Cycling (2015)
- City of Charles Sturt Residential Yield Analysis Project (2013)
- Inner Metro Rim Structure Plan (2012) Department of Planning, Transport and Infrastructure
- Preliminary Environmental Assessment – Proposed Brompton Village Rezoning Site (2014) Fyfe Pty Ltd
- The 30-Year Plan for Greater Adelaide (2017) Department of Planning, Transport and Infrastructure

Schedule 4a Certificate

CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A

DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION

I Paul Sutton, as Chief Executive Officer of the City of Charles Sturt, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Charles Sturt and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

John Tagliaferri

DATED this 24 day of 7 2018



Paul Sutton

Chief Executive Officer

Appendix A - Assessment of the Planning Strategy

The 30-Year Plan for Greater Adelaide (2017 DPA Response Update)	
Policies	
Transit corridors, growth areas and activity centres	
P1. Deliver a more compact urban form by locating the majority of Greater Adelaide’s urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)	The DPA seeks to re-zone the subject land in this inner-city location, which is in close proximity to 3 train stations, Go Zone bus services, a tram station and the CBD.
P2. Increase residential and mixed use development in the walking catchment of: <ul style="list-style-type: none"> • strategic activity centres* • appropriate transit corridors • strategic railway stations. 	See above.
P3. Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	The draft DPA will seek to achieve net densities in the medium to high density range (ie 35+ du/ha).
P4. Ensure that the bulk of new residential development in Greater Adelaide is low to medium rise with high rise limited to the CBD, parts of the Park Lands frame, significant urban boulevards, and other strategic locations where the interface with lower rise areas can be managed.	The DPA seeks dwelling heights in the 2 – 5 storey range, with lower form close to existing lower density / form residential areas and higher form adjacent to the existing Urban Core Zone and Chief Street (a 20 metre wide distributor road).
P5. Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use	See above.
Design quality	
P25. Encourage urban renewal projects that take an all-inclusive approach to development by including streetscapes, public realm, public art and infrastructure that supports the community and responds to climate change.	The desired character statement for development of the subject area, combined with the concept plan and place specific policy will seek to achieve these outcomes.
P26. Develop and promote a distinctive and innovative range of building typologies for residential housing which responds to metropolitan Adelaide’s changing housing needs, reflects its	The DPA seeks to encourage a variety of housing forms and heights, including Torrens Title and Community Title tenure. The proposed Affordable Housing Overlay will also seek to encourage affordable housing outcomes.

The 30-Year Plan for Greater Adelaide (2017 Update) DPA Response	
character and climate, and provides a diversity of price points.	
P27. Provide for transitions between higher density and multi-storey, mixed-use developments in activity centres, corridors and existing detached housing precincts.	See above.
P28. Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.	The DPA seeks to create a permeable road layout encouraging car traffic movements to/from Chief Street. Other policy and design measures will seek to encourage walking, cycling and the use of public transport.
P29. Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.	The DPA seeks to encourage these outcomes, including a continuation of the 'complete street' design approach successfully introduced in the adjacent Bowden/RSA development. Policies also encourage non-residential development at ground level with frontage to Hawker Street and Chief Street.
P32. Encourage higher density housing to include plantable space for trees and other vegetation where possible.	The focus of the DPA is on creating 'green space' within the public realm (public open space and road reserves) rather than on individual development sites given the types of densities and form anticipated.
Heritage	
P33. Recognise the value that communities place on heritage and ensure that new development is implemented sensitively and respectfully.	The DPA seeks to ensure a lower form development adjacent to existing Historic Conservation Areas (HCAs).
P34. Ensure heritage places and areas are appropriately identified and their conservation promoted.	See above. Also, Council is finalising a Heritage Places DPA, which seeks to list 64 additional Local Heritage Places, some of which are located within the subject land.
Housing mix, affordability and competitiveness	
P36. Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	See above.
P37. Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas, including: <ul style="list-style-type: none"> ancillary dwellings such as granny flats, laneway and mews housing 	See above.

The 30-Year Plan for Greater Adelaide (2017 Update) DPA Response	
<ul style="list-style-type: none"> dependent accommodation such as nursing homes assisted living accommodation aged-specific accommodation such as retirement villages small lot housing types <p>in-fill housing and renewal opportunities.</p>	
<p>P43. Increase the supply of affordable housing through the provision of 15 per cent affordable housing in all new significant developments. These developments include surplus and residential government land projects; declared major developments and projects; and rezoned land that increases dwelling yield (including all new growth areas).</p>	See above.
<p>P44. Enable and encourage the provision of affordable housing through linking incentives, including the benefits of re-zoning such as planning policy bonuses or concessions to new affordable housing supply.</p>	See above.
<p>P45. Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.</p>	See above.
<p>P46. Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).</p>	The DPA seeks to re-zone around 11.5 ha of inner city land for higher density housing, with an estimated yield of around 1,500 dwellings over the life of the development.
Health, wellbeing and inclusion	
<p>P47. Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods that include:</p> <ul style="list-style-type: none"> diverse housing options that support affordability access to local shops, community services and facilities 	<p>The DPA seeks to encourage a mixed use environment with land use diversity, higher density housing and supporting public infrastructure. The location and design of the road network will seek to encourage walking and cycling, as well as connections with adjacent areas and facilities (eg Bowden Station, Park Lands, Outer Harbour Greenway).</p>

The 30-Year Plan for Greater Adelaide (2017 DPA Response Update)	
<ul style="list-style-type: none"> • access to fresh food and a range of food services • safe cycling and pedestrian- friendly streets that are tree-lined for comfort and amenity • diverse areas of quality public open space (including local parks, community gardens and playgrounds) • sporting and recreation facilities • walkable connections to public transport and community infrastructure. 	
P49. Encourage more trees (including productive trees) and water sensitive urban landscaping in the private and public realm, reinforcing neighbourhood character and creating cooler, shady and walkable neighbourhoods and access to nature.	See above. Also, WSUD measures will be encouraged in the design of public infrastructure (road reserves and public open space).
P50. Provide diverse areas of quality public open space in neighbourhoods (especially in higher density areas) such as local parks, community gardens, playgrounds, greenways and sporting facilities to encourage active lifestyles and support access to nature within our urban environment.	The concept plan seeks to encourage the provision of suitably located and sized public open space.
Transport	
P75. Increase the number of neighbourhoods, main streets and activity centres where place is given greater priority than vehicle movement by adopting a 'link and place' approach.	The Desired Character statement seeks to encourage the adoption of 'complete street' (link and place) design approach.
P76. Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.	See above.
P78. Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport (see Map 8).	See above.

The 30-Year Plan for Greater Adelaide (2017 Update) DPA Response	
<p>P80. Reduce car parking requirements in mixed-use areas near high frequency public transit services to encourage the use of alternative transport modes.</p>	<p>The DPA seeks to adopt the same parking standards as those applying to the adjacent Bowden/RSA development.</p>
Infrastructure	
<p>P86. Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</p> <ul style="list-style-type: none"> walking and cycling paths and facilities local stormwater and flood management including water sensitive urban design public open space sports facilities street trees community facilities, such as child care centres, schools, community hubs and libraries. 	<p>See above.</p>
Open space, sport and recreation	
<p>P99. Ensure quality open space is within walking distance of all neighbourhoods to:</p> <ul style="list-style-type: none"> link, integrate and protect biodiversity assets and natural habitats provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres be multi-functional, multi-use (including the shared use of strategically located school facilities) and able to accommodate changing use over time incorporate the principles of Crime Prevention Through Environmental Design for safety and amenity contain appropriate and low-maintenance species and locate trees to maximise shade encourage unstructured recreation opportunities such as the provision of a variety of paths and children's play equipment 	<p>See above.</p>

The 30-Year Plan for Greater Adelaide (2017 Update) DPA Response	
<ul style="list-style-type: none"> foster a connection to the natural environment through the provision of nature play spaces and urban forest opportunities. 	
<p>P104. Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.</p>	<p>The DPA seeks to encourage the full provision of 12.5% public open space given the likely higher density nature of future development.</p>
Climate change	
<p>P105. Deliver a more compact urban form to:</p> <ul style="list-style-type: none"> protect valuable primary production land reinforce the Hills Face Zone, character preservation districts and Environment and Food Production Areas conserve areas of nature protection areas safeguard the Mount Lofty Ranges Watershed <p>reduce vehicle travel and associated greenhouse gas emissions.</p>	<p>See above.</p>
<p>P107. Increase the proportion of low-rise, medium-density apartments and attached dwellings to support carbon-efficient living.</p>	<p>See above.</p>
<p>P108. Promote green infrastructure (including green roofs, vertical gardens and water sensitive design) in higher density and mixed-use developments to assist with urban cooling, reduce building energy use and improve biodiversity.</p>	<p>See above.</p>
<p>P111. Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards, tree-lined streets and open spaces, which will have a cooling effect on nearby neighbourhoods and buildings.</p>	<p>See above.</p>

Water

The 30-Year Plan for Greater Adelaide (2017 Update) DPA Response	
P115. Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.	See above.
<p>P117. Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:</p> <ul style="list-style-type: none"> run-off from infill development urban flooding from increased short-duration intense rainfall events associated with climate change pollution from roads and other developed areas. 	See above.
Targets	
1. Containing our urban footprint and protecting our resources	
1.1 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.	The DPA seeks to re-zone around 11.5 ha of inner city land for higher density housing, with an estimated yield of around 1,500 dwellings over the life of the development, thereby contributing to the achievement of this target.
2. More ways to get around	
60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045.	The DPA seeks to re-zone land in close proximity to 3 train stations, Go Zone bus services, and a tram station, thereby contributing to the achievement of this target.
3. Getting active	
Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045.	The proximity of the subject land to public transport services and the CBD, combined with attention to the design of public infrastructure to facilitate walking, cycling and the use of public transport will all contribute to the achievement of this target.
4. Walkable neighbourhoods	
Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan Adelaide by 25% by 2045.	The DPA seeks to continue the 'complete street' (link and place) street design approach successfully adopted in the adjacent RSA/Bowden development, which will contribute to the achievement of this target.
5. A green liveable city	

The 30-Year Plan for Greater Adelaide (2017 Update) DPA Response	
Urban green cover is increased by 20% in metropolitan Adelaide by 2045.	The DPA seeks to encourage 'green space' through the design of public infrastructure (road reserves and public open space), thereby contributing to the achievement of this target.
6. Greater housing choice	
Increase the housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.	The DPA will seek to encourage a variety of higher density housing forms of various tenures, as well as affordable housing, thereby contributing to the achievement of this target.

Development Plan Amendment

By the Council

Charles Sturt Council

**Draft Bowden-Brompton Mixed
Use (Residential and
Commercial) Development Plan
Amendment (Privately Funded)**

The Amendment

July 2018

Amendment Instructions Table				
Name of Local Government Area: City of Charles Sturt				
Name of Development Plan: Charles Sturt Council Development Plan				
Name of DPA: Bowden – Brompton Mixed Use (Residential and Commercial) Development Plan Amendment - Privately Funded				
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 30 January 2018.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update (Y/N) if yes please specify.
	<ul style="list-style-type: none"> • Amend • Replace • Delete • Insert 	If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.		
COUNCIL WIDE / GENERAL SECTION PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): No				
General Section				
ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS (including figures and illustrations contained in the text)				
Amendments required (Yes/No): Yes				
Urban Core Zone				
1.	Replace	<p>Paragraph 1 of the Desired Character statement with the following:</p> <p>The zone applies to the Bowden Urban Village site as defined on Concept Plan Map ChSt/23 - Bowden Urban Village Urban Core Zone, the West Lakes site as defined on Concept Plan Map ChSt/25 - West Lakes Urban Core Zone</p>	N	N

		and the Bowden/Brompton site as defined on Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone .		
2.	Insert	After the last paragraph in the Desired Character statement for West Lakes the contents of Attachment A .	N	N
3.	Replace	<p>PDC 4 with the following:</p> <p>Core Areas, Transition Areas and other identified features should be developed in accordance with the relevant Concept Plan Map ChSt/23 - Bowden Urban Village Urban Core Zone, Concept Plan Map ChSt/25 - West Lakes Urban Core Zone and Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone.</p>	N	N
4.	Replace	<p>PDC 13 with the following:</p> <p>In Transition Areas at Bowden Urban Village and within the Bowden/ Brompton site, development should provide a built form that provides the transition between an intense core of development and neighbouring lower intensity development.</p>	N	N
5.	Replace	<p>PDC 17 with the following:</p> <p>Buildings should address public open space and defined pedestrian and cycle routes as illustrated in Concept Plan Map ChSt/23 - Bowden Urban Village Urban Core Zone, Concept Plan Map ChSt/25 - West Lakes Urban Core Zone</p>		

		and Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone .		
6.	Replace	<p>PDC 20 with the following:</p> <p>At Bowden Urban Village and the Bowden/Brompton site, the public realm should be designed and constructed to a high quality and amenity, create more appealing public spaces that include public art, feature lighting, the creative use of high quality recycled materials, street furniture and landscaping (including understorey plantings).</p>	N	N
7.	Insert	<p>After PDC 25(b) the following:</p> <p>(c) the Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone where the building is located within the Bowden - Brompton site.</p>	N	N
8.	Insert	<p>A new row in PDC 26, before the row detailing setbacks for the Bowden Urban Village, as follows:</p> <p>Bowden/Brompton site Urban Core Zone No minimum 3 metres</p>	N	N
9.	Insert	<p>A new row in PDC 28, before the row detailing setbacks for the Bowden Urban Village, as follows:</p> <p>Bowden/Brompton site All of the Urban Core Zone No minimum</p>	N	N
10.	Insert	<p>A new row in PDC 29, before the row detailing setbacks for the Bowden Urban Village, as follows:</p> <p>Bowden/Brompton site No minimum No minimum where the access way is 6.5 metres or more</p> <p>OR</p> <p>Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles</p>	N	N
11.	Insert	<p>A new row in PDC 30, before the row detailing setbacks for the Bowden Urban Village, as follows:</p> <p>Bowden/Brompton site 5 metres except where:</p> <p>(a) development abuts the wall of an existing or simultaneously constructed building on the adjoining land</p> <p>(b) a building envelope plan exists for the adjoining land that proposes a wall on the rear boundary be</p>	N	N

		constructed to the same or lesser length and height as provided for by that plan.		
12.	Replace	PDC 36 with the following: At Bowden Urban Village and the Bowden/Brompton site, streets that provide rear access for vehicles are encouraged.	N	N
13.	Insert	The following in the Public Notification Category 1 column after part (e) for Shop or group of shops: (f) in the Bowden/Brompton site with a gross leasable area of 500 square metres or less (excluding a restaurant)	N	N
Urban Employment Zone				
14.	Delete	Paragraph 15 of the Desired Character statement.	N	N
15.	Delete	Paragraph 20 of the Desired Character statement.	N	N
16.	Replace	PDC 32(c) with: (c) Torrens Road, Brompton	N	N
17.	Delete	From Paragraph 2 for Complying Development in Procedural Matters the following words: "Eighth Street, Bowden and"	N	N
TABLES				
Amendments required (Yes/No): Yes				
Table ChSt/2A – Off Street Vehicle Parking Requirements for Designated Areas (Insert table title here)				
18.	Replace	Reference to Urban Core Zone (Bowden Urban Village) in Table 3 with Urban Core Zone (Bowden Urban Village and Bowden/Brompton)	N	N

19.	Replace	Reference to Urban Core Zone (Bowden Urban Village) in Table 4 with Urban Core Zone (Bowden Urban Village and Bowden/Brompton)	N	N
MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area & Precinct Maps)				
Amendments required (Yes/No): Yes				
Map Reference Tables				
20.	Insert	In Concept Plan Maps after the last Map reference: "Suburban Activity Node Zone Seaton ChSt/30" "Bowden/Brompton Urban Core Zone ChSt/31"	N	N
Map(s)				
21.	Replace	Council Index Map with Map in Attachment B	N	N
22.	Replace	Overlay Map ChSt/1 Development Constraints with Map in Attachment C	N	N
23.	Replace	Overlay Map ChSt/16 Development Constraints with Map in Attachment D	N	N
24.	Replace	Overlay Map ChSt/16 Noise and Air Emissions with Map in Attachment E	N	N
25.	Replace	Overlay Map ChSt/16 Affordable Housing with Map in Attachment F	N	N
26.	Replace	Zone Map ChSt/16 with Map in Attachment G	N	N
27.	Replace	Policy Area Map ChSt/16 with Map in Attachment H	N	N
28.	Replace	Overlay Map ChSt/21 Noise and Air Emissions with Map in Attachment I	N	N
29.	Replace	Overlay Map ChSt/21 Affordable Housing with Map in Attachment J	N	N
30.	Replace	Zone Map ChSt/21 with Map in Attachment K	N	N
31.	Insert	After Concept Plan Map ChSt/30 new Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone contained in Attachment L	N	N

Attachment A

Bowden/Brompton

The Bowden/Brompton site is located immediately to the north of the Bowden Urban Village site. The area is one of transition, with traditional industrial and commercial activities ceasing or relocating, freeing up the land for other activities.

As portion of the adjacent Bowden Urban Village site has already been established as a Core Area providing for the greatest intensity of land use and activity in the zone, including neighbourhood scale retail and commercial and other employment generating activities, the desired future character for the Bowden/Brompton site is to focus on residential activity and low impact mixed uses servicing the local area.

Development is to occur in accordance with [Concept Plan Map ChSt/31 – Bowden/Brompton Urban Core Zone](#), with new development predominantly taking the form of high quality, medium rise and medium-high density housing where the combination of dwellings and residential flat buildings will provide a range of housing for a diverse community. A minimum of 15 per cent of the housing provision will be affordable housing, integrated into the residential and mixed use development.

There will be some provision for mixed use buildings where it does not negatively impact the predominant residential character of the area. Non-residential uses will be primarily located along Chief and Hawker Streets. Retail floor space in the order of 250 - 500 square metres will be located within the area to provide a community focus point and to service local residents.

A high amenity public realm and pedestrian environment will be achieved by landscaping, surface treatments, street furniture and building design. Footpaths will be wide and street trees will shade the footpath and soften the built form. Colonnades, courtyards, awnings and street furniture will create a pedestrian friendly environment. Side and internal streets will incorporate traffic calming and Water Sensitive Urban Design measures. Existing street tree plantings in Chief Street will form an important element in the streetscape character and will be maintained and enhanced.

Development around the western, northern and eastern periphery of the Bowden/Brompton site will be of lower height to complement the streetscape and provide an appropriate transition to lower scale residential areas outside of this zone. Development adjacent to Second and Sixth Streets, which form the southern periphery of the site, will be consistent with development forms and heights in the adjacent Bowden Urban Village site and provide for a seamless integration with that development.

Redevelopment of the Bowden/Brompton site will generally retain and improve the existing grid road network. The street system will be highly connected to surrounding areas and within to maximise walkability and reduce local travel distances. Pedestrian and cycle paths and routes will be provided which are safe, accessible, well signed and connect and link key local destinations (such as public transport stops, shops, schools and local open space).

Vehicle access points to Chief Street, Hawker Street and Drayton Street will be minimised, with access to be provided from local streets and laneways. This may involve the establishment of additional internal local roads and laneways to provide improved accessibility and to enable future dwellings to be 'rear loaded'. Rear access to dwellings will reduce the number of crossovers on main roads, improve pedestrian and cyclist movements as well as on-street parking, landscaping and road safety. In addition, some road reserves (Second, Sixth, Drayton and Third Streets) will be widened to provide a better pedestrian friendly environment achieved by wider footpaths, landscaping and street furniture, while encouraging street activation.

Two new key open space squares will be centrally located in the Bowden/Brompton site, providing a focus for new residential development. The open space provision will also include the retention and reinforcement of Ethelbert Square and new corridors along Second Street, Hawker Street and Third Street. These spaces, together with landscaped street profiles, will improve the overall amenity within the area and interface with surrounding roads and development.

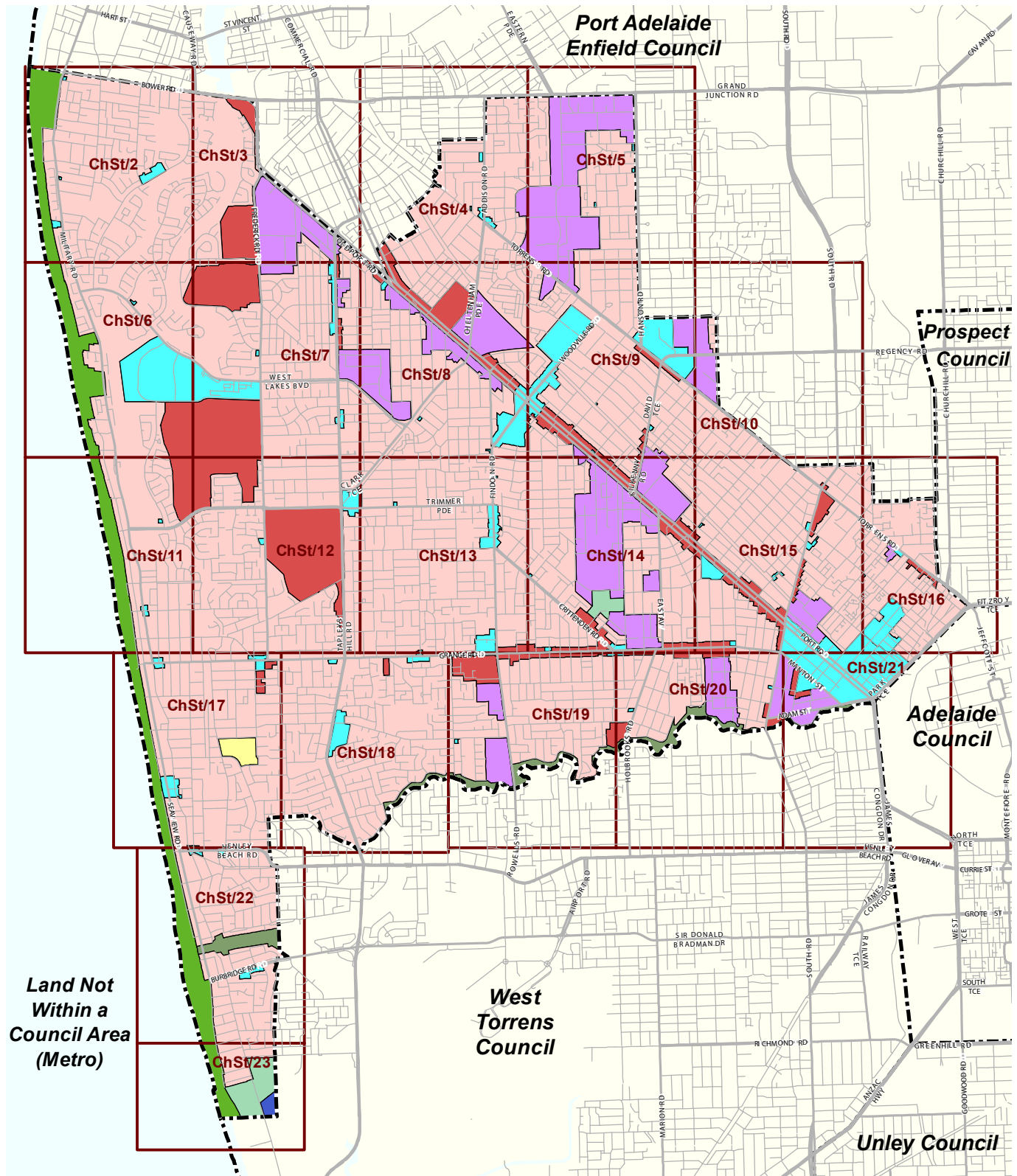
While only two Local Heritage Places are located within the Bowden/Brompton site, there are a number of State Heritage Places, Local Heritage Places and Contributory Items located adjacent to its boundaries. Their presence will be taken into account in the development of the area.

Established industrial uses within the Bowden/Brompton site, comprising a smallgoods facility on Seventh Street and a packaging facility on Chief Street, have the potential to produce odours and noise that could cause nuisance to future residents or sensitive land uses located in proximity to the activities. Efforts will be made to reduce the potential for land use conflict between these existing uses and new sensitive developments, recognising that the activities may limit or constrain new development until such a time as the activities cease or are relocated. Sensitive land uses will be designed to minimise negative impacts from existing uses.

With a long history of industrial and commercial use, it is expected that a range of soil and groundwater contamination issues will be present in the area. In addition, the presence of two historic pug holes, located in the southern and north-western portions of the area, will need to be considered as there is a risk of contaminants being present to a considerable depth in a non-natural soil profile. Due to these circumstances, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use, particularly where it involves sensitive uses like residential development.

Stormwater runoff detention is to be managed in several ways, including use of above ground basins, underground storage in Ethelbert Square reserve, on road surfaces and by other Water Sensitive Urban Design measures. Indicative locations for detention basins are shown in association with proposed open space areas on [*Concept Plan Map ChSt/31 – Bowden/Brompton Urban Village Zone*](#).

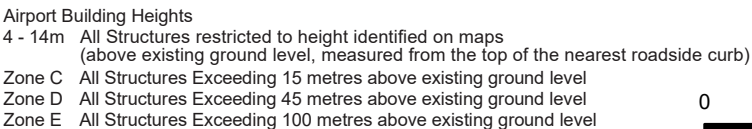
Attachment B



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps ChSt/1 to Map ChSt/24 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

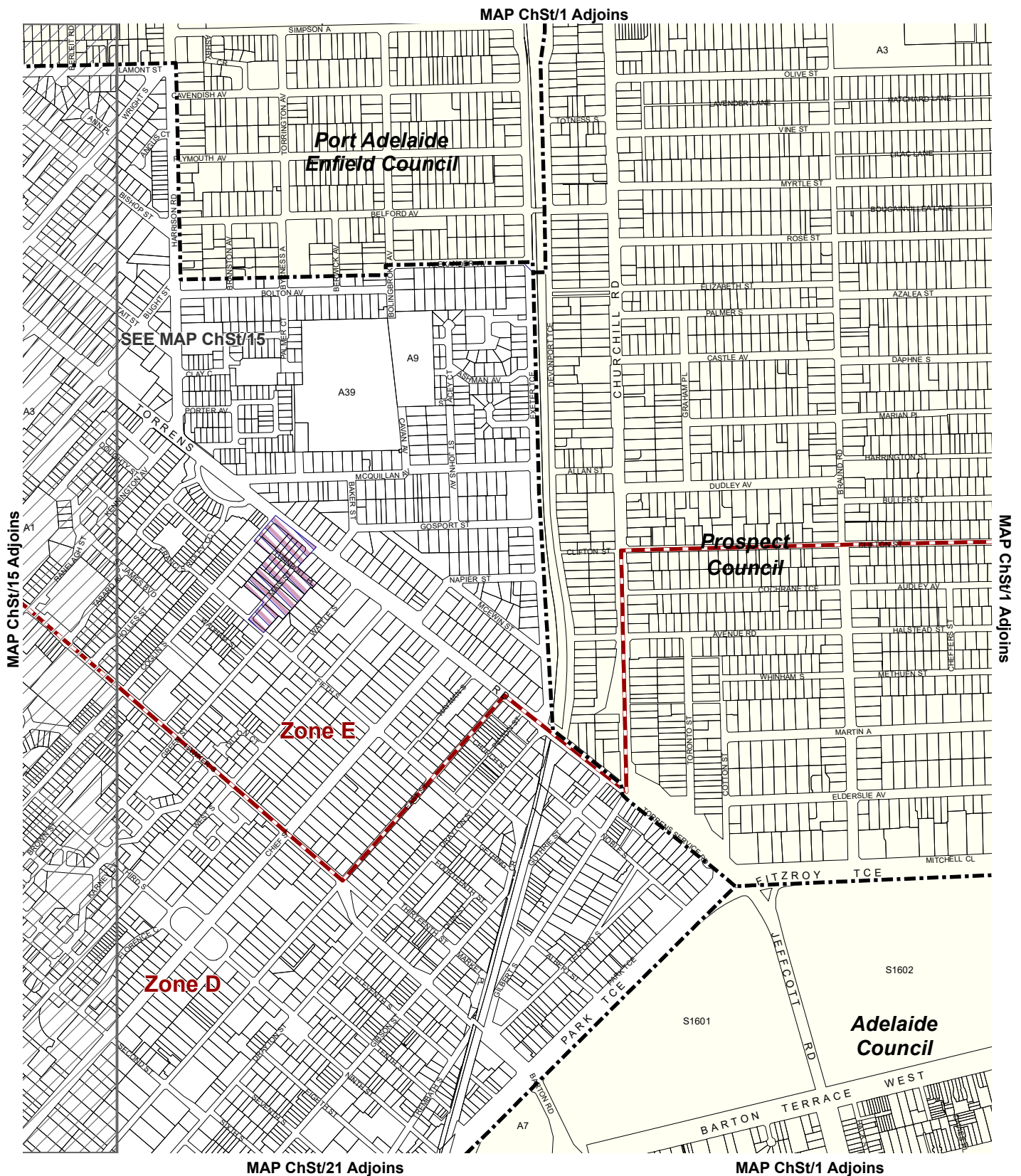
Council Index Map

Attachment C




CHARLES STURT COUNCIL

Attachment D



Airport Building Heights
 Zone D All Structures Exceeding 45 metres above existing ground level
 Zone E All Structures Exceeding 100 metres above existing ground level



-  Airport Building Heights
-  Industry Interface Area
-  Development Plan Boundary

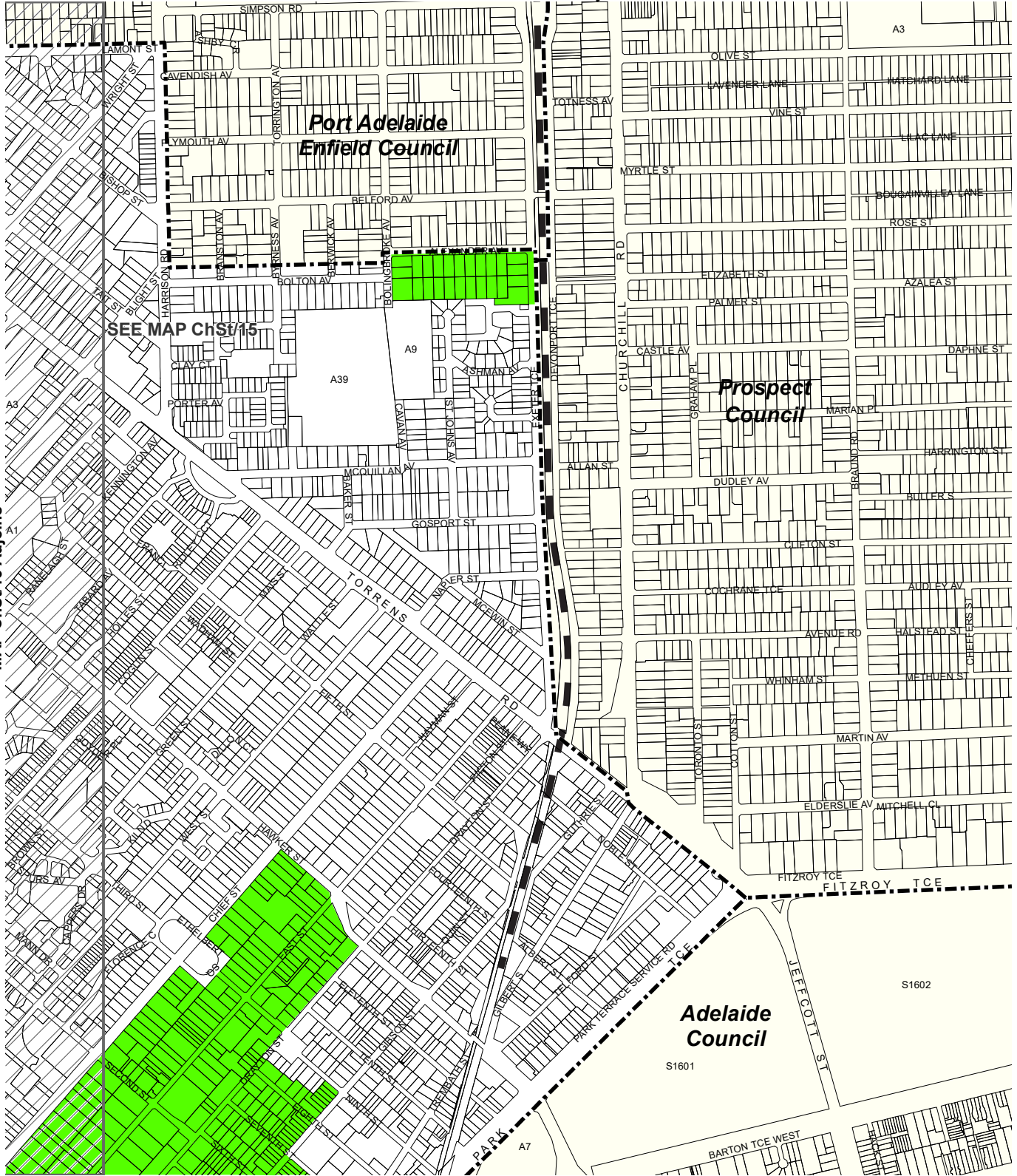
Overlay Map ChSt/16

DEVELOPMENT CONSTRAINTS

CHARLES STURT COUNCIL

Attachment E

MAP ChSt/1 Adjoins



MAP ChSt/21 Adjoins

MAP ChSt/1 Adjoins

- Train Line
- Noise and Air Emissions Designated Area
- - - - - Development Plan Boundary

Overlay Map ChSt/16

NOISE AND AIR EMISSIONS

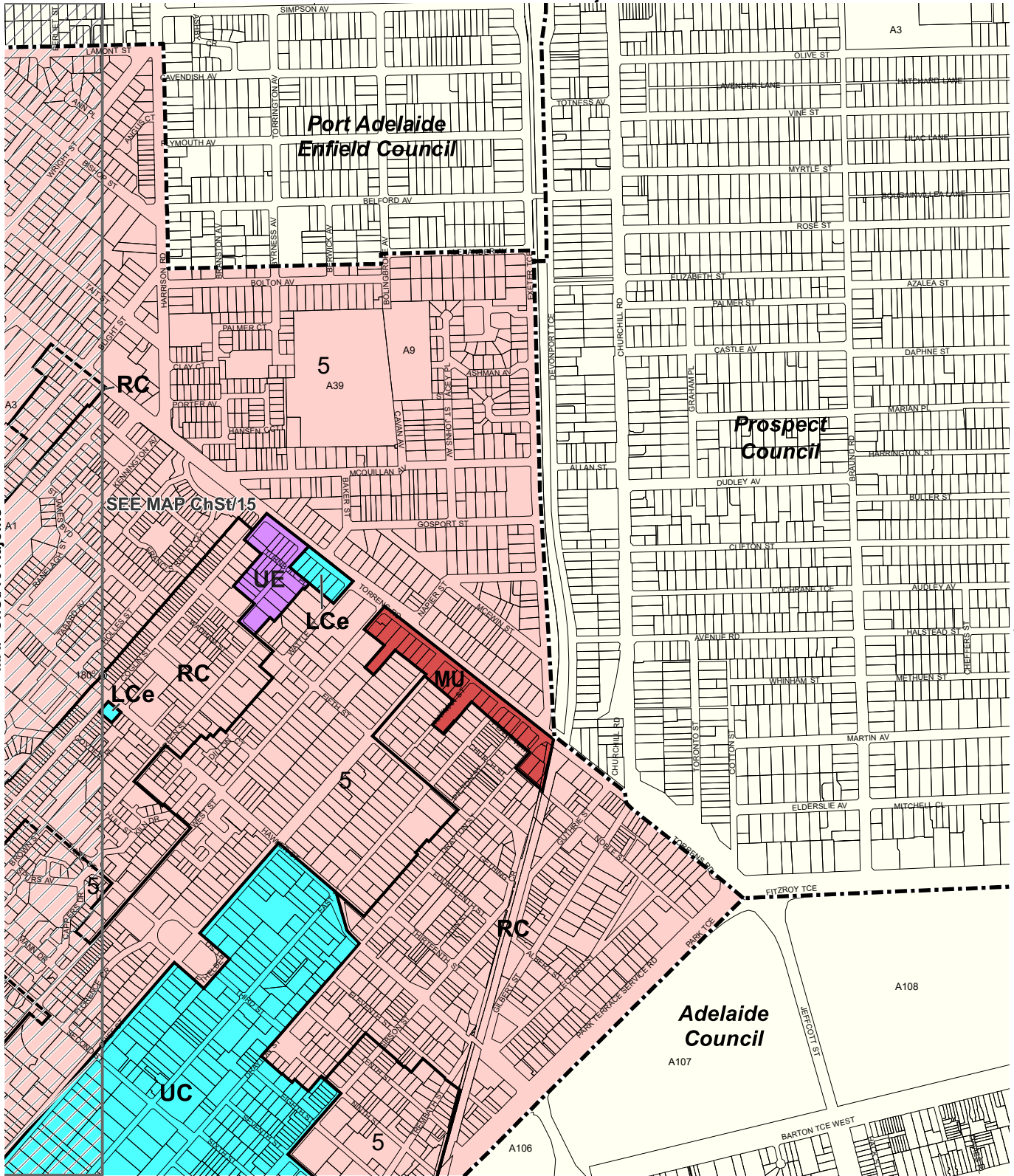
CHARLES STURT COUNCIL



Attachment F

Attachment G

MAP ChSt/1 Adjoins



MAP ChSt/21 Adjoins

MAP ChSt/1 Adjoins

See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

- Zones**
- LCe** Local Centre
 - MU** Mixed Use
 - R** Residential
 - RC** Residential Character
 - UC** Urban Core
 - UE** Urban Employment
 - Zone Boundary**
 - Development Plan Boundary**

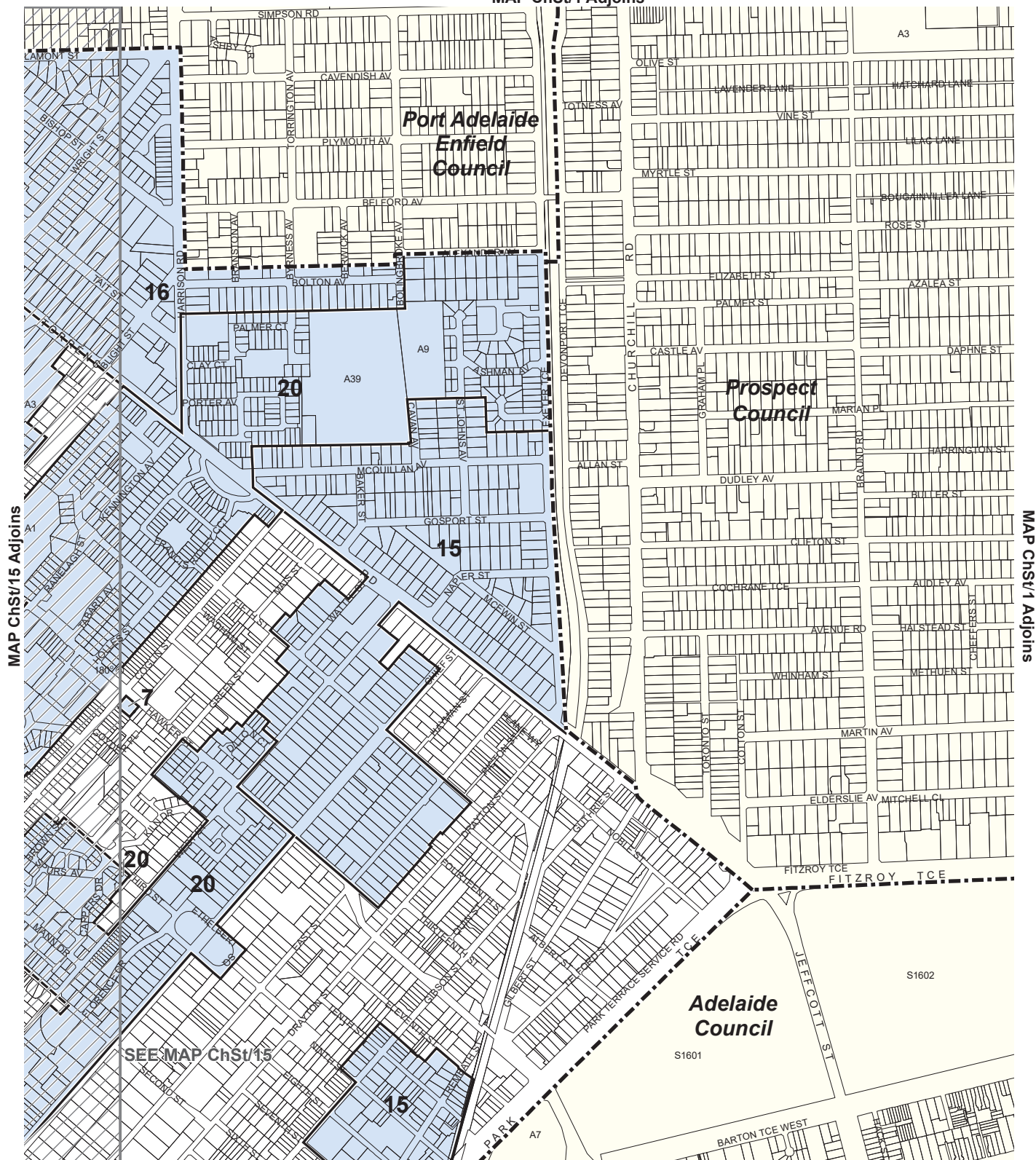


Zone Map ChSt/16

CHARLES STURT COUNCIL

Attachment H

MAP ChSt/1 Adjoins



MAP ChSt/15 Adjoins

MAP ChSt/1 Adjoins

See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

Policy Area

- 15 Inner Suburban
- 16 Mid Suburban
- 20 Integrated Medium Density
- 7 Local Shopping

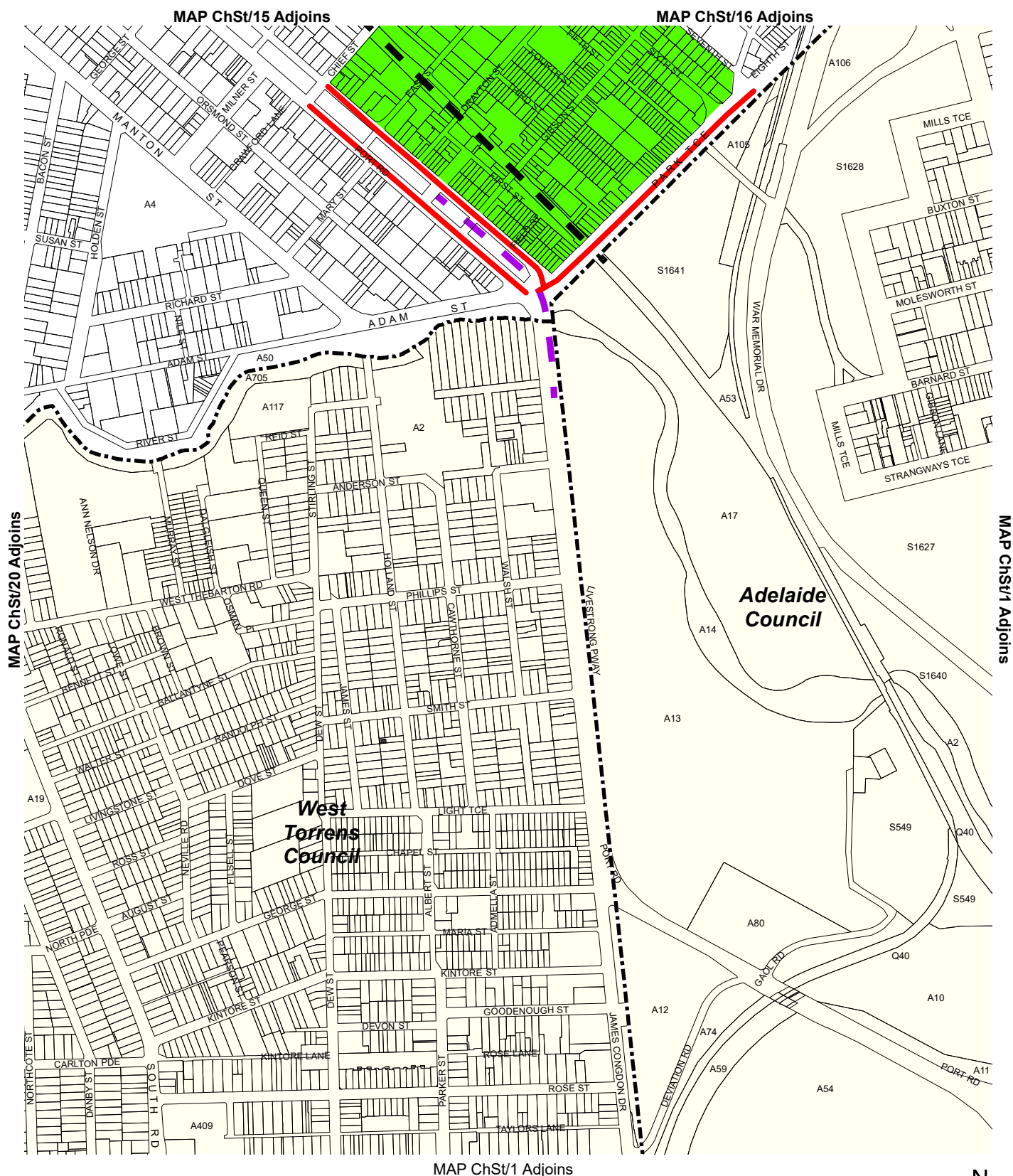
0 500m

Policy Area Map ChSt/16

- Policy Area Boundary
- Development Plan Boundary

CHARLES STURT COUNCIL

Attachment I



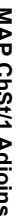
Overlay Map ChSt/21

NOISE AND AIR EMISSIONS

CHARLES STURT COUNCIL

Attachment J

MAP ChSt/16 Adjoins



**West
Torrens
Council**

MAP ChSt/1 Adjoins



CHARLES STURT COUNCIL

Affordable Housing Designated Area
Development Plan Boundary

Attachment K

MAP ChSt/16 Adjoins

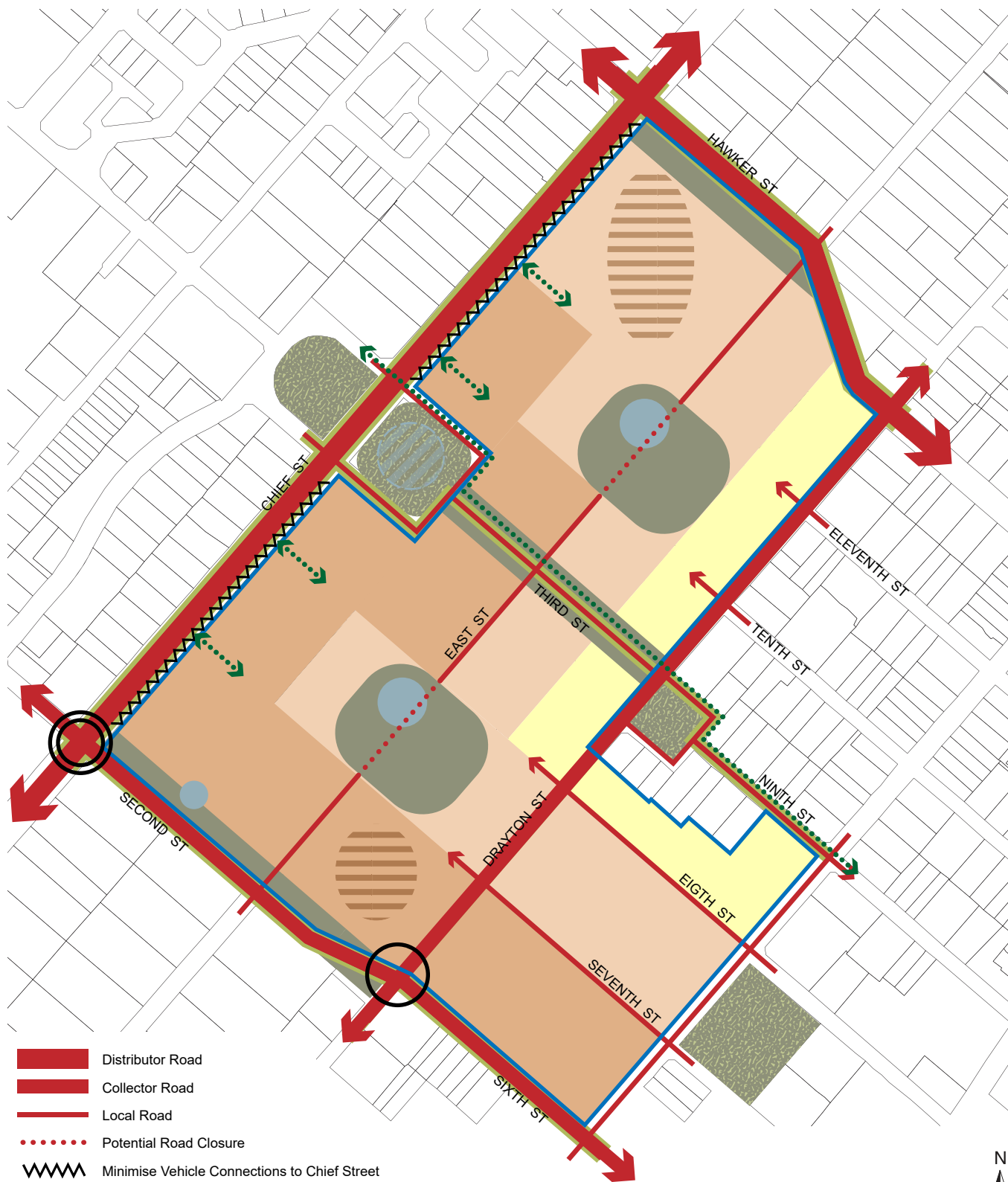


MAP ChSt/1 Adioins

Zone Map ChSt/21

CHARLES STURT COUNCIL

Attachment L



- Distributor Road
- Collector Road
- Local Road
- Potential Road Closure
- Minimise Vehicle Connections to Chief Street
- Traffic Management Device
- Intersection Realignment
- Green Corridor
- Open Space (Proposed)
- Open Space (Existing)
- Proposed Pedestrian / Cycle Access
- Pug holes
- Stormwater Detention Basin
- Underground Stormwater Storage
- 2 Storey maximum
- 3 Storey maximum
- 5 Storey maximum
- Concept boundary



Concept Plan Map ChSt/31

BOWDEN-BROMPTON URBAN CORE ZONE

CHARLES STURT COUNCIL